

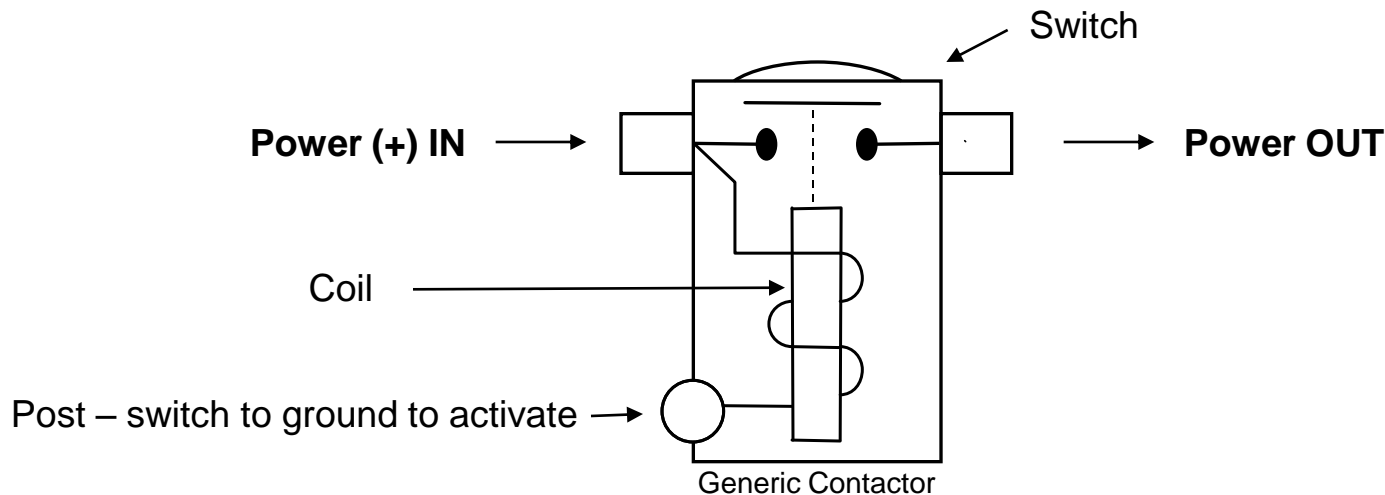


Contactor Wiring

Rev F

What is a Contactor?

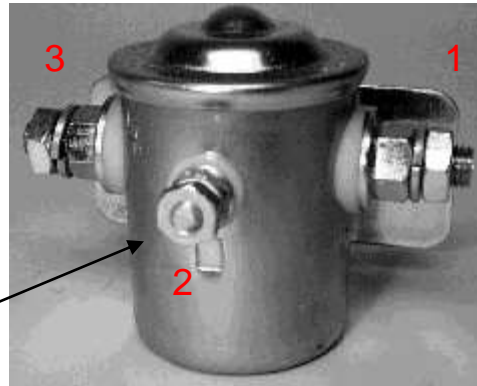
- Contactors are relays designed for high-current applications.
- A relay includes:
 - A coil (solenoid), when energized, that creates a magnetic field
 - A switch that is closed by the magnetic field generated by the coil.



- Diodes should always be installed externally to reduce voltage spikes.

Battery Contactor

Power IN from battery →



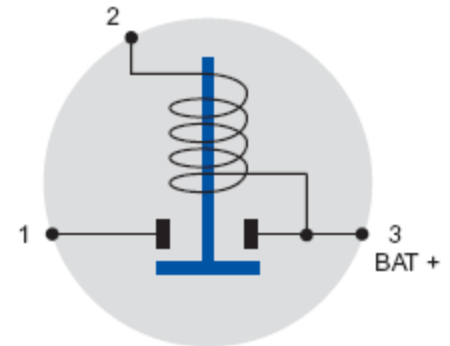
Wire to VP-100/200 Control Unit J5 Pin 5 or to Master Switch. When this post is grounded the contactor is closed.

→ Power OUT to Control Unit or main bus

If you wire this side to the battery the contactor will not work.

Battery contactor (aka master relay, master contactor, master solenoid) is a “Continuous Duty” relay meaning it can be turned on indefinitely. This relay will become warm during normal operations.

This contactor draws just under 1A at 14v.

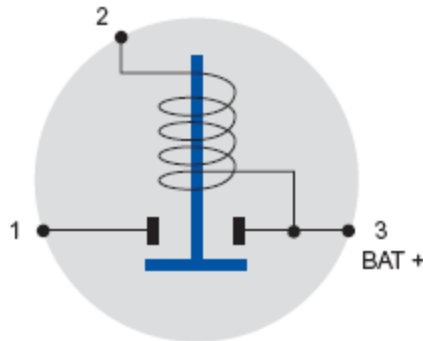


Types of Battery Contactors

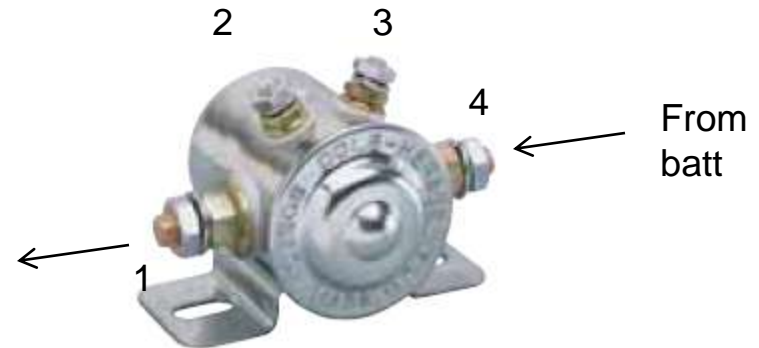
Single Post



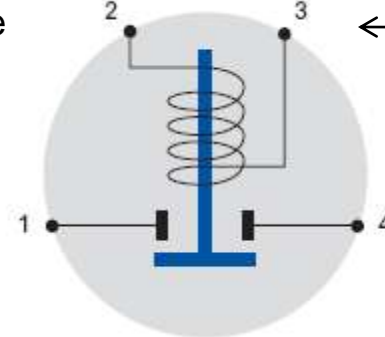
Ground this
post to
engage →



Two Post



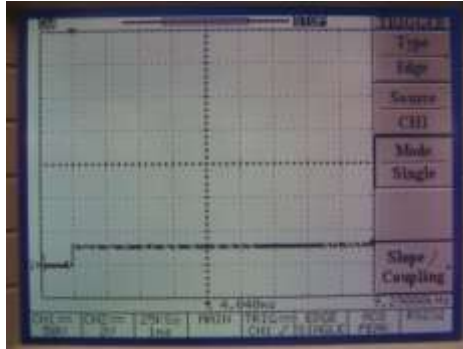
Ground this
post to
engage →



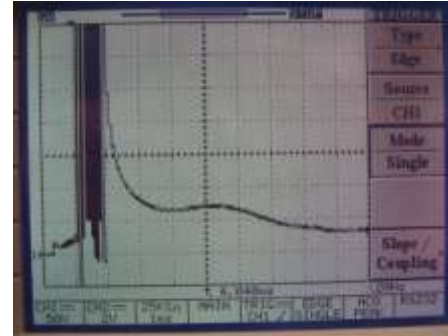
Connect
posts 3 and
4 with short
18 ga wire.
It is then
electrically
same as
single-post
contactor

Diodes on Battery Contactor

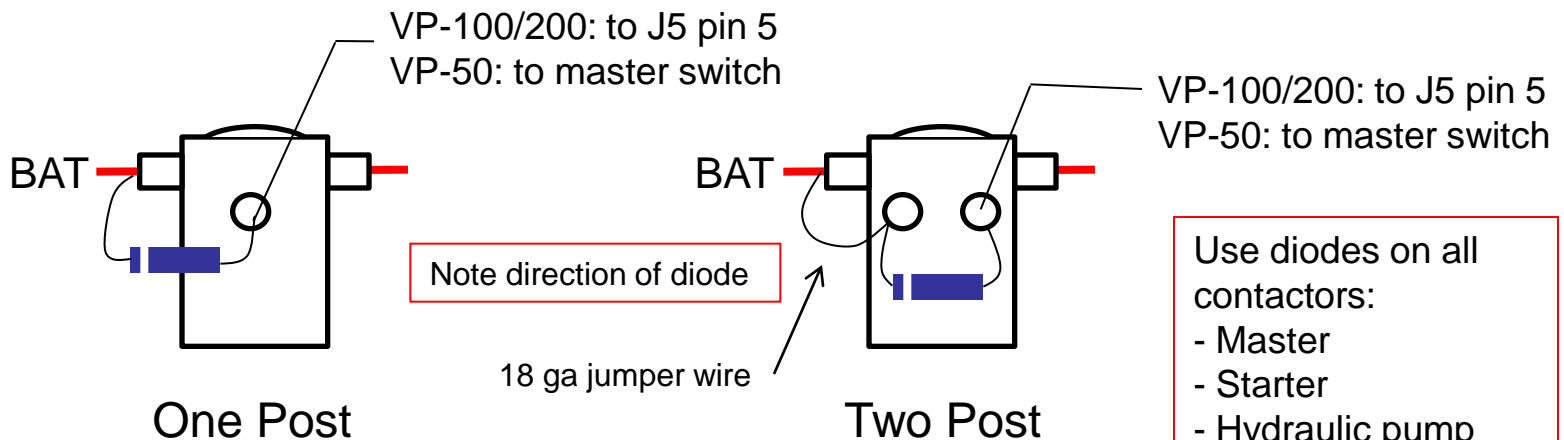
Why? Extends life of contactor by minimizing arcing across internal contacts. See o-scope pictures:



With diode



Without diode



Diode: Use SB560-E3/51 from Digi-key. Included with wiring harness kit.

Starter Contactor

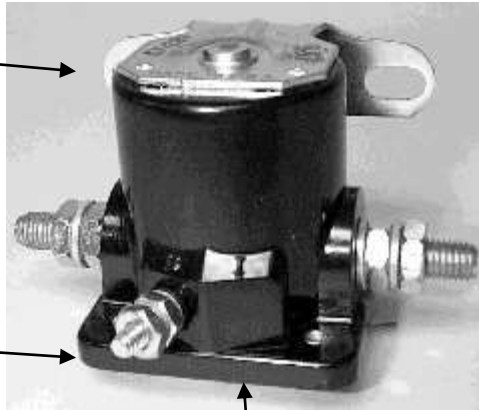
This is a common type of contactor, sold by Van's Aircraft and others.

Coil gets ground from mounting bracket.

Power

“S” Terminal

Positive power from Control Unit or starter button activates coil (closes contactor).



Some contactors do not have a post here.

Coil gets ground from mounting bracket.



“S” Terminal

Positive power from Control Unit or starter button activates coil (closes contactor).

“I” Terminal

Bus voltage is on this post when the contactor is closed.

Starter contactor (aka starter relay) is an “Intermittent Duty” relay meaning it is designed to be turned on only for short periods of time. This contactor draws about 4A at 14v.

Starter Contactor

This contactor is sold by
B&C Specialty Products.

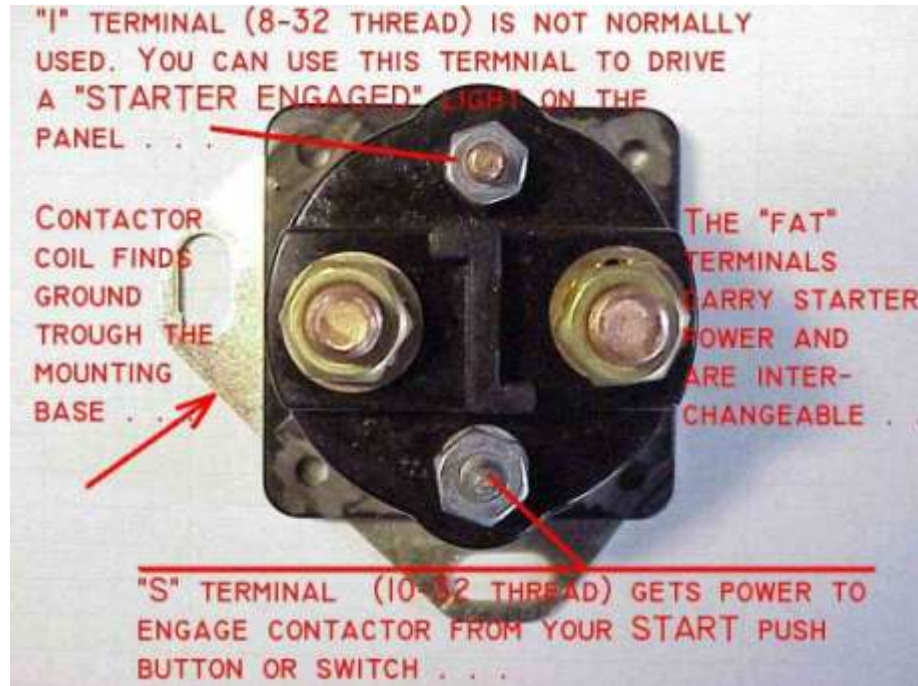
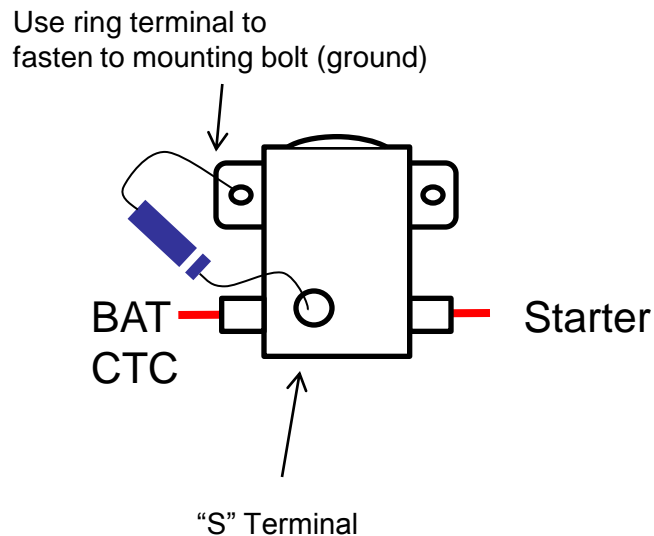


Image from B&C Specialty Products web site.

Starter contactor (aka starter relay) is an “Intermittent Duty” relay meaning it is designed to be turned on only for short periods of time. This contactor draws about 4A at 14v.

Diode on Starter Contactor



Not required on VP-200, but can be installed if desired. Required on VP-50, VP-X and traditional wiring.

Cross-Tie Contactor

For VP-200 Config 4 only

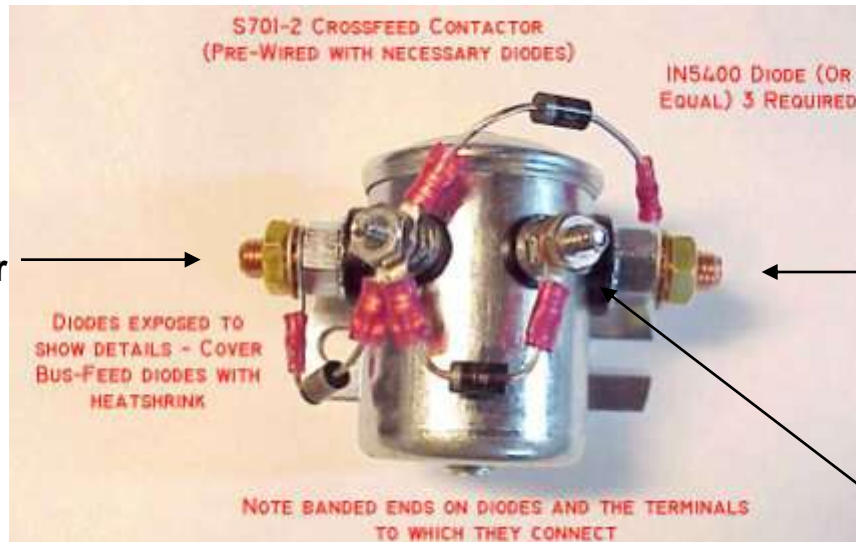


Image from B&C Specialty Products web site.

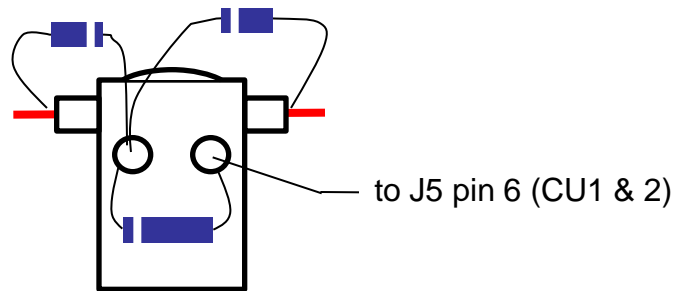
From Bus B Batt Contactor

Wire J3 Pin 6 on Control Units, or Cross-tie switch to this post. Ground to activate coil (close contactor).

Cross-tie contactor (aka x-tie contactor, bus-tie contactor) is a “Continuous Duty” relay meaning it can be turned on indefinitely. This relay is normally used in a dual bus configuration to tie both busses together in the case of an alternator failure. This relay will become warm during normal operations.

Diodes on X-Tie Contactor

For VP-200 Config 4 only



X-tie ctc
(Config 4 only)

Note direction of diodes

Contactor Wiring Overview

