

**DIESEL ENGINE  
DUAL BATTERY ISOLATION UNIT  
FOR GENERATOR AND FIRE PUMP SYSTEMS  
ISOLATOR TYPE EExd/DC/ISOL/94**

Spec.7/9802 release 1.2



## SPECIFICATION

The Metron Eledyne explosion protected D.C. BATTERY ISOLATION Unit Type EExd/DC/ISOL/94 has been specifically designed to fully isolate both +ve and -ve poles of a dual or single battery diesel engine start system in a hazardous gas condition.

The Unit has an explosion rating of EExd IIB T6 to B.S. 5501 parts 1 & 5 with ingress protection to IP66.

Suitable for PUMP and GENERATING SETS and generally compatible with systems meeting the requirements of NFPA No 20.



All components are fitted in a heavy duty cast iron weatherproof enclosure and suitable for engine mounting when fitted with anti-vibration mounts.

The standard paint finish is in two pack epoxy to B.S. 4800 colour RED 04E53 with a minimum paint thickness of 300 microns. Other colours and paint specifications can be offered as options.

Each pole of the isolator will intermittently carry and break currents up to 1500 amps and are rated to carry engine cranking currents up to 850 amps for 90 secs. (6 cranks of 15 secs).

Each isolator contactor coil is continuously rated to operate between 8 and 32 volts over a temperature range of -10 to +60 degrees Centigrade.

Control circuit outputs are provided from the +ve and -ve supplies and are protected by 60 amp thermal magnetic circuit breakers resettable from the front of the isolation unit without the need to open the door.

Provision for incoming and outgoing cables are provided for by M32 cable gland entries in the base and side of the unit. (Total of 4 off M32 gland holes on single isolation unit and 8 off on the dual isolation unit). Control circuit cable entries are provided by 3 off M25 gland holes in the base of the unit.

Manual latching of contactors is by a SET SUPPLY push button, with the option of either energise or de-energise to de-latch for isolation of the supplies.

Incoming and outgoing power cables are terminated onto heavy duty 12mm stud terminals and connected to the contactors vis copper bar, with the control cables terminated onto a Klippon terminal rail.

An ON/OFF d.c isolator switch is fitted on the front door which is lockable in both the ON and OFF positions. Other isolator safety locking systems can be offered as options.

### CONTROLLER OPTIONS

- A - Input Signal Energise To De-latch Contactors
- B - Input Signal De-energise to De-latch Contactors.
- C - Trip Override Switch
- D - Shell Paint Specification No ES/011 - 325 Microns.

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