Air Clutch Control Panel incorporates the interface between the electronic propulsion controls and the Reverse Gear Air Clutches which are used to control vessel directions.

- Completely factory assembled and tested - combines proven, dependable control components.
- Reduces shipboard layout, mounting and piping.
- Two-rate clutch inflation for soft initial engagement.
- Hard fill pressure from starts at 50 psi (optional), trip points available.
- Pressure switches for clutch interlock and throttle boost.
- Gauges to show ahead and astern clutch pressure.
- Aluminum mounting plate with stand offs.
- Aluminum header for easy ship board connections.
- Electrical junction box with terminal strip for easy installation.
- Includes (2) quick exhaust valves pre-piped.

H-5 Relayair®
80 psi Two-Rate
Shuttle Valve for Hard Fill
D Pilotair® Valve Ahead - Neutral-Astern

Electrical Connection Box
Pressure Feedback Switches for throttle/clutch interlock and throttle boost control
Slow Fill Rate Adjustment
Manifold

Gauges to show ahead and astern clutch pressure.
Aluminum mounting plate with stand offs.
Aluminum header for easy ship board connections.
Electrical junction box with terminal strip for easy installation.
Includes (2) quick exhaust valves pre-piped.
Air Clutch Panel Interface for Electronic Marine Propulsion Controls
E/P Regulator Version

Air Clutch Control Panel incorporates the interface between the electronic propulsion controls and the E/P Regulator for adjustable clutch engagement pressures and fill rate.

- Completely factory assembled and tested which provides proven and dependable control components.
- Air Clutch Panel operated in conjunction with Marex OSII provides complete ship set package for vessel propulsion control system.
- Application designed to reduce shipboard layout, mounting and piping with aluminum mounting plate with standoffs and aluminum header for shipboard connections.
- Electro-Pneumatic pressure regulator provides fully adjustable soft and hard fill engagement points.
- Initial propeller rotation with as little as 1.5 to 2 seconds engagement delay dependent on engine, gearbox and clutch configuration.
- Pressure feedback switches for throttle/clutch interlock and throttle boost control.