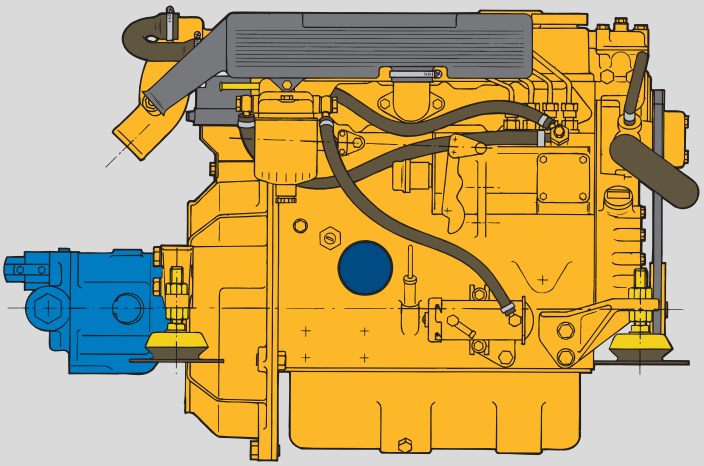
POWERPACK

The modern tendency is towards larger and larger boats that have requirements for more and more complex auxiliary power systems. The traditional approach has been to use electric power components, but these have disadvantages of cost, weight and size as the loads increase. There comes a point where a central hydraulic "Powerpack", which is of more compact dimensions, becomes a most attractive alternative. The VETUS "Powerpack" consists of a marine diesel engine, fitted with a 30 cc **hydraulic pump**. This may then be used to power a variety of **auxiliary installations** on board.



WHAT ARE THE ADVANTAGES OF A "POWERPACK"?

Conventionally, provision of auxiliary power applications on large vessels (such as windlasses, bow thrusters, furling systems etc.) has been by made using electric motors or hydraulics driven from the main engine or an electro-hydraulic pump. However, running a separate electric generator set, and/or a hydraulic pump driven by the main propulsion engine, has possible disadvantages, which may be avoided if a "Powerpack" is installed. In order to satisfy the energy requirements of an all electric boat, a generating set will have to run **almost permanently**, which means to say: **permanent noise** both on board and for the neighbouring vessels. Even if hydraulic systems are installed using a pump connected to the main propulsion engine, this may need to be started, just to provide a relatively small and short-term amount of power. The answer is a "Powerpack"; a small diesel unit providing enough power to supply all hydraulic functions on board and easily started even for the quickest job. Apart from that, there will be only peace and quiet on board! It is also possible that the application of a "Powerpack" and hydraulic functions will permit the installation of a much smaller generator set than normal.

By having a hydraulic "Powerpack" on board, the electric generator set may be **much smaller than if all auxiliary functions** had been electric or electro-hydraulic. Therefore, the total cost of providing auxiliary power on board using a "Powerpack" is little different and with the added benefit of more security, flexibility and comfort!

A "POWERPACK" CAN BE USEFUL FOR DRIVING THE FOLLOWING EQUIPMENT:

- A hydraulic bow or stern thruster.
- A "Get you home" emergency hydraulic drive system connected to the propeller shaft(s) in case of main engine failure.
- Hydraulic power steering.
- Air conditioning; direct drive, without the need for electricity.
- A variety of other hydraulic applications on board, such as: hatch lifters, furlers, passerelles, lifting cranes, stabilizers, etc.
- Hot water provision via a calorifier.
- And many other possible applications.

A VETUS "POWERPACK" CONSISTS OF A MARINE DIESEL ENGINE, TO WHICH A HYDRAULIC PUMP IS CONNECTED, INSTEAD OF THE USUAL GEARBOX. VETUS POWERPACKS ARE BUILT USING MITSUBISHI OR HYUNDAI ENGINES, WHICH COMBINE EXCELLENT POWER TO WEIGHT RATIOS WITH VERY COMPACT DIMENSIONS. BY VIRTUE OF THIS, A POWERPACK IS EASILY INSTALLED ON BOARD.

ACCESSORIES INCLUDED AS STANDARD

FOUR FLEXIBLE ENGINE MOUNTS

MOTOR ENGINE START PANEL AND CABLE LOOM TYPE MP22

Optional additional panels for a second station are available.

AVAILABLE AS AN OPTION

THROTTLE CONTROL LEVER

By controlling the RPM of the engine, the output of the attached hydraulic pump may be regulated.