

## Transformer Rectifier Unit

3RC3KA



The Transformer Rectifier Unit type 3RC3kA provides a high quality output of 27.4 volts dc when used for float charging valve regulated lead acid batteries or can be set for 24V for ships 24V systems.

The TRU has an input isolation transformer and a 12 pulse thyristor rectifier configured as two fully controlled bridges combined in parallel by an interphase transformer. This produces a very smooth DC output and eliminates all harmonics below the 11th from the input current waveform. The input current to the equipment is close to sinusoidal with a "traditional" lagging power factor dependent on loading and mains voltage.

It is built into a custom built steel enclosure, 920mm x 723mm x 469mm overall dimensions, which is designed for bulkhead mounting. The enclosure is suitable for direct mounting for shock levels up to 30g, above this suitable shock mounts can be used.

Protection level is to IP23.

Access for maintenance and repair is from the front via a hinged door that opens to the left, it will open to 180° with a minimum maintenance opening requirement of 90°. The door contains panel meters, indicating lamps and the mains ON/OFF switch.

Louvres pressed outwards on the front and sides, with a grill on the bottom of the assembly provide for fan assisted cooling during normal operation, and natural convection when the Anti Condensation Heaters are operating.

## ELECTRICAL CHARACTERISTICS

### Input

440 volts 3 phase 3 wire 60Hz in accordance with STANAG 1008 Edition 8

Input kVA 4.15kVA (@3kW o/p power)  
Input Power 3.53kW (@3kW o/p power)  
Input Rated Voltage 440V  
Input Rated Current 5.4A/phase (@3kW o/p power)  
Internal fuses rated at 7A  
Power Factor 0.85  
Inrush Current <I<sub>nom</sub>

Option: Anti-condensation heater 115V or 230V, 50/60Hz

### Output

27.4V DC nominal 26-32V adjustment available (internal)  
Max output current 125A

Voltage Regulation <2%  
Voltage Ripple <200mVpk-pk  
Voltage transients <10% (90% load step)  
Voltage recovery time <100ms (90% load step)  
Isolation > 10Mohm

Option: Earth isolation monitor

### Load

Output Power: 3kW

**Wild heat** 530W (@3kW o/p power)

**Efficiency** 85%

### Protection

Inputs fused, output current limited, over-voltage trip, over-temperature trip.

### Local Controls and Indications.

Supply ON/OFF selector switch  
Output Voltmeter  
Output Ammeter  
Supply available LED  
ACH On LED  
Output On LED  
Fault LED

### Remote Indications.

Fault, Output ON, and Alarm remote indication by means of volt free contacts.

### Remote Sense

To compensate for output cable voltage drop,

## MECHANICAL FEATURES

### Enclosure

Fabricated mild steel folded and welded for strength. Bulkhead mounted. Lifting eyes.

### Dimensions

(O/A)(hwxwd) mm 920 x 723 x 469

A clearance of at least 100 mm should be allowed around the unit to allow proper ventilation.

Fixings (mm) 4 holes 13.0mm dia. Centres 650(w) x 890(h) mm

**Weight** 162kg

### Cable Entry

Bottom via gland plate. Aperture 340 x 80mm

### Ingress Protection Rating

IP23

### Cooling

Naturally cooled via louvers. Fan assisted by two speed fans.

### Maintenance

Front maintenance - Hinged door for access.

### Internal wiring

Low fire hazard cross linked polyolefin RADOX 125.

### Earthing

M10 external earth stud.

## ENVIRONMENTAL CHARACTERISTICS

### Shock

Designed to meet the "minimum ruggedness" requirement of DGS 349, 30g in each of the three orthogonal directions when solidly mounted. For installed shock levels in excess of this shock mounts should be fitted.

### Vibration.

Designed to meet the vibration requirements of DGS 350. (5 to 33Hz +/- 0.125mm)

### Noise

< 55dbA @1m

### Electromagnetic Compatibility.

Designed to meet the requirements of Def Stan 59-41

### Ambient Temperature.

0°C to + 45°C.

### Relative Humidity

10% to 95% non-condensing.

### Ships Motion

The equipment is designed to withstand, without damage or degradation of performance or spillage of fluids, ship motion due to the action of the sea and weather as well as accelerations and velocities deriving from deliberate ship manoeuvres. Typically:

Roll angles	± 30°
Pitch angles	± 10°
Steady list angles	± 15°
Steady trim angles	± 5°

