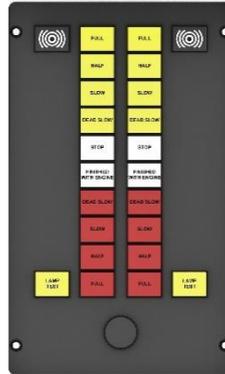


Engine Order Telegraph: “Push button” type



The “Pushbutton” type of Engine Order Telegraphs consist of a row of up to 12 (default =11) interlocked pushbuttons, mounted in a black anodized aluminium panel with dimensions 96x288mm. Each telegraph has a pushbutton for lamp test, all lamps can be replaced from the top by removing an individual lamp cap. The bridge telegraph has a dimmer to control the lamp brightness. The audible alarm is generated by an internal buzzer. For those areas where a higher sound level is required, external horns and gongs can be supplied.

Orders are transmitted and acknowledged by pressing the push-button engraved with the required order. When pressed, it remains locked in that position and automatically releases the push-button of the previous order. When an order is transmitted from the wheelhouse telegraph, the signal lamps will flash at all locations and the audible alarms are activated, giving an intermittent alarm signal. The lamps of the previous order remain continuously on. As soon as the order is acknowledged, the lamps of the current order will be continuously on and the audible alarms will mute.

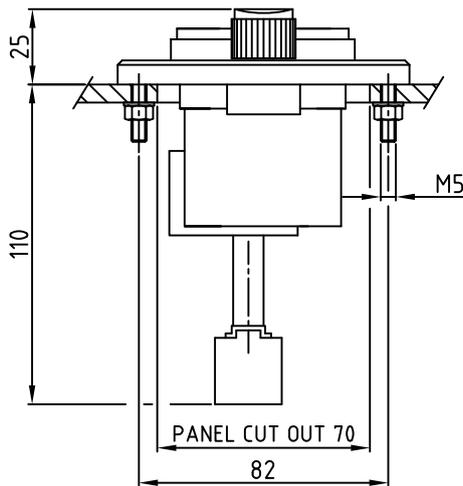
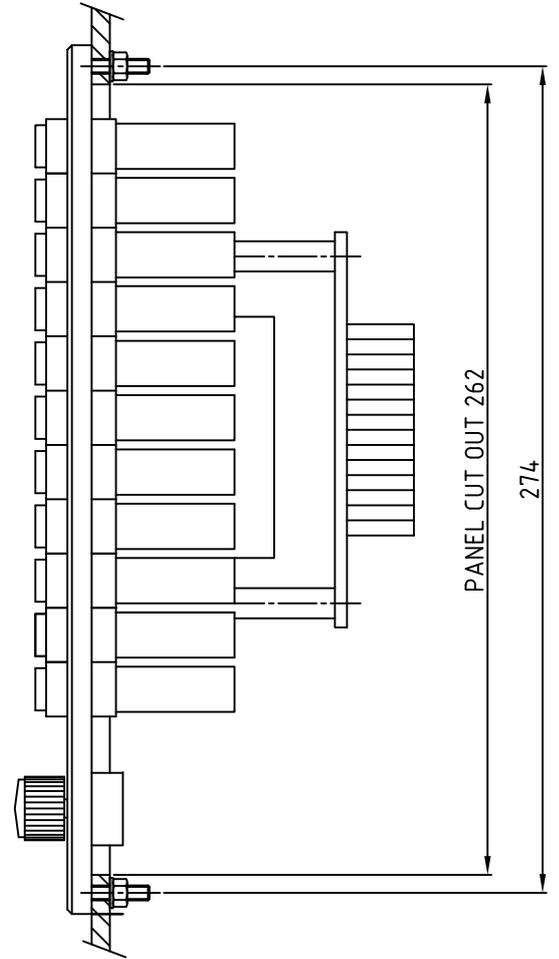
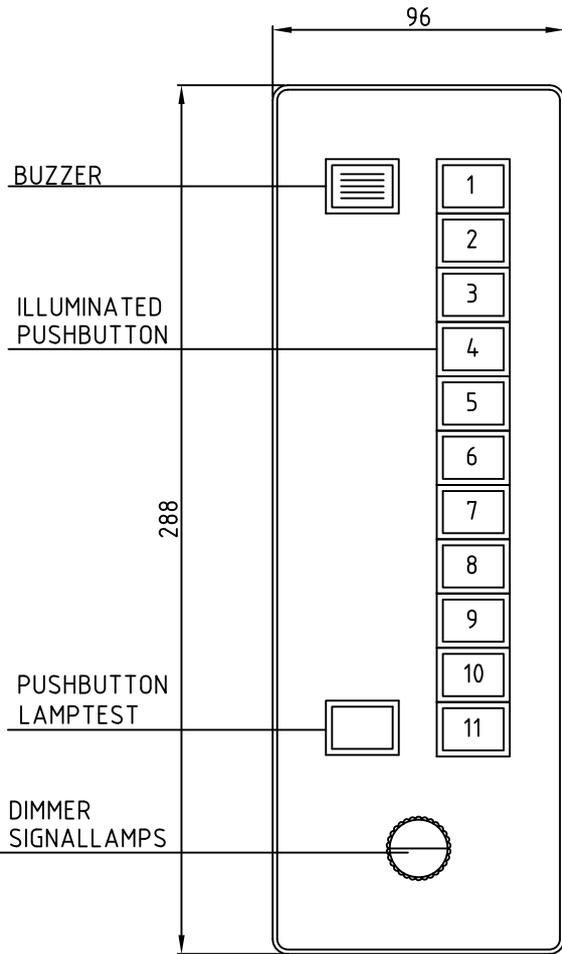
The telegraph systems are supplied with potential free telegraph command contacts for a voyage data recorder, as well as for telegraph alarm, power failure and station on service (if more than one receiver/transmitter is used).

The push-button telegraphs can be used in combination with the “NORM” type telegraphs, which have a rotary switch rather than push-buttons, and can be supplied in a watertight, heavy duty execution. See Engine Order Telegraph: “NORM” type for more information.

Options

- External Horns, gongs and/or claxons for audible alarm;
- Rotating mirror beacon for optical alarm;
- Additional (potential free) contacts for specific applications;
- Also available in 9 commands i.e. without FWE and STBY.

LET.	ST.NR.	WIJZIGING	D.D.	NAAM
A		OMGEZET NAAR CAD	07-11-95	EVD
B		MINI ELECTRONISCHE DIMMER	25-10-'01	HS
C		MINI ELECTRONISCHE DIMMER gewijzigd in POTMETER	14-12-'07	SS

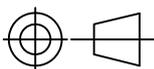


- 1 =
- 2 =
- 3 =
- 4 =
- 5 =
- 6 =
- 7 =
- 8 =
- 9 =
- 10 =
- 11 =

PUSH BUTTON TELEGRAPH W.H.

4 A0099601

PROJ. METHODE



KWANT CONTROLS

KWANT CONTROLS B.V. SNEEK HOLLAND
HET AUTEURSRECHT WORDT VOORBEHOUDEN OVEREENKOMSTIG DE WET

WIJZ.

C

GET. EVD

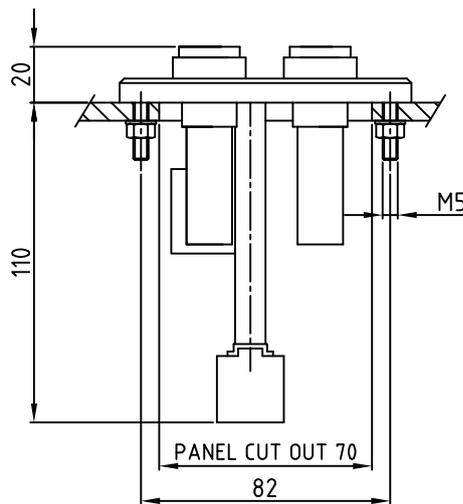
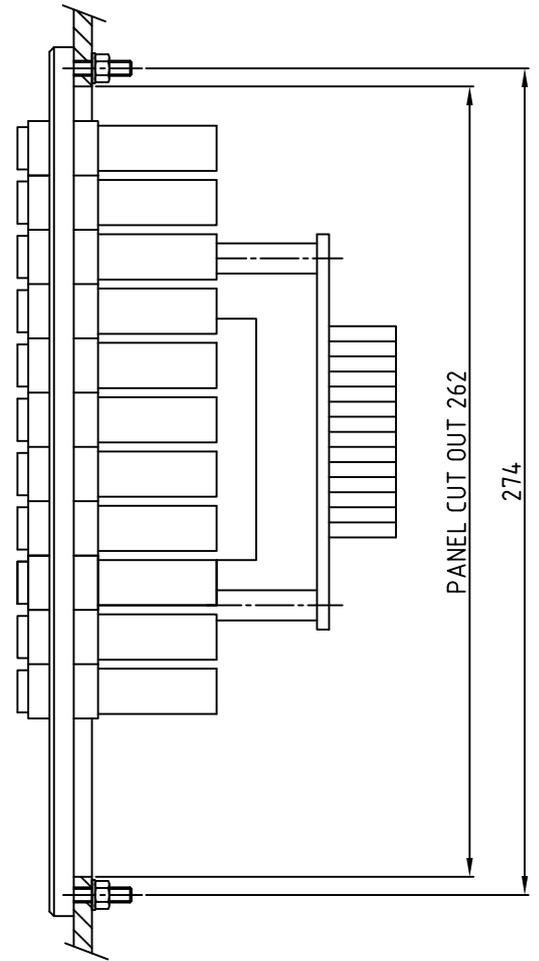
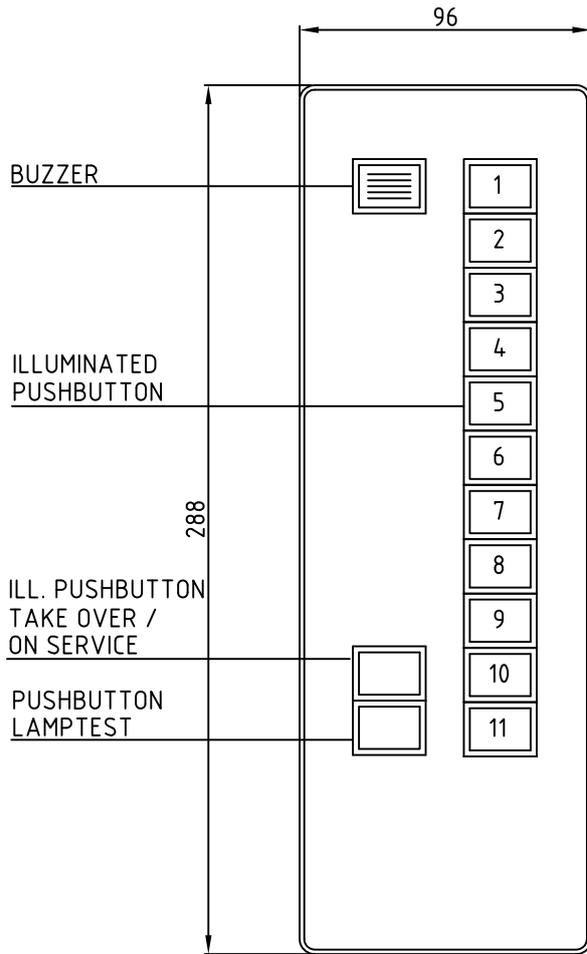
D.D.

GEZ.

SCHAAL: 1:2.5

BLAD.

LET.	ST.NR.	WIJZIGING	D.D.	NAAM
A		OMGEZET NAAR CAD	23-04-96	EVD
B		TELEGRAPH COMMANDS ADDED	08-09-'11	JZ

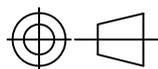


- 1 = Full Ahead
- 2 = Half Ahead
- 3 = Slow Ahead
- 4 = Dead Slow Ahead
- 5 = Standby
- 6 = Stop
- 7 = Finished with engine
- 8 = Dead Slow Astern
- 9 = Slow Astern
- 10 = Half Astern
- 11 = Full Astern

SKETCH PUSH BUTTON TELEGRAPH

4 A0103053

PROJ. METHODE



KWANT CONTROLS

KWANT CONTROLS B.V. SNEEK HOLLAND
HET AUTEURSRECHT WORDT VOORBEHOUDEN OVEREENKOMSTIG DE WET

WIJZ.

B

GET. EVD

D.D.

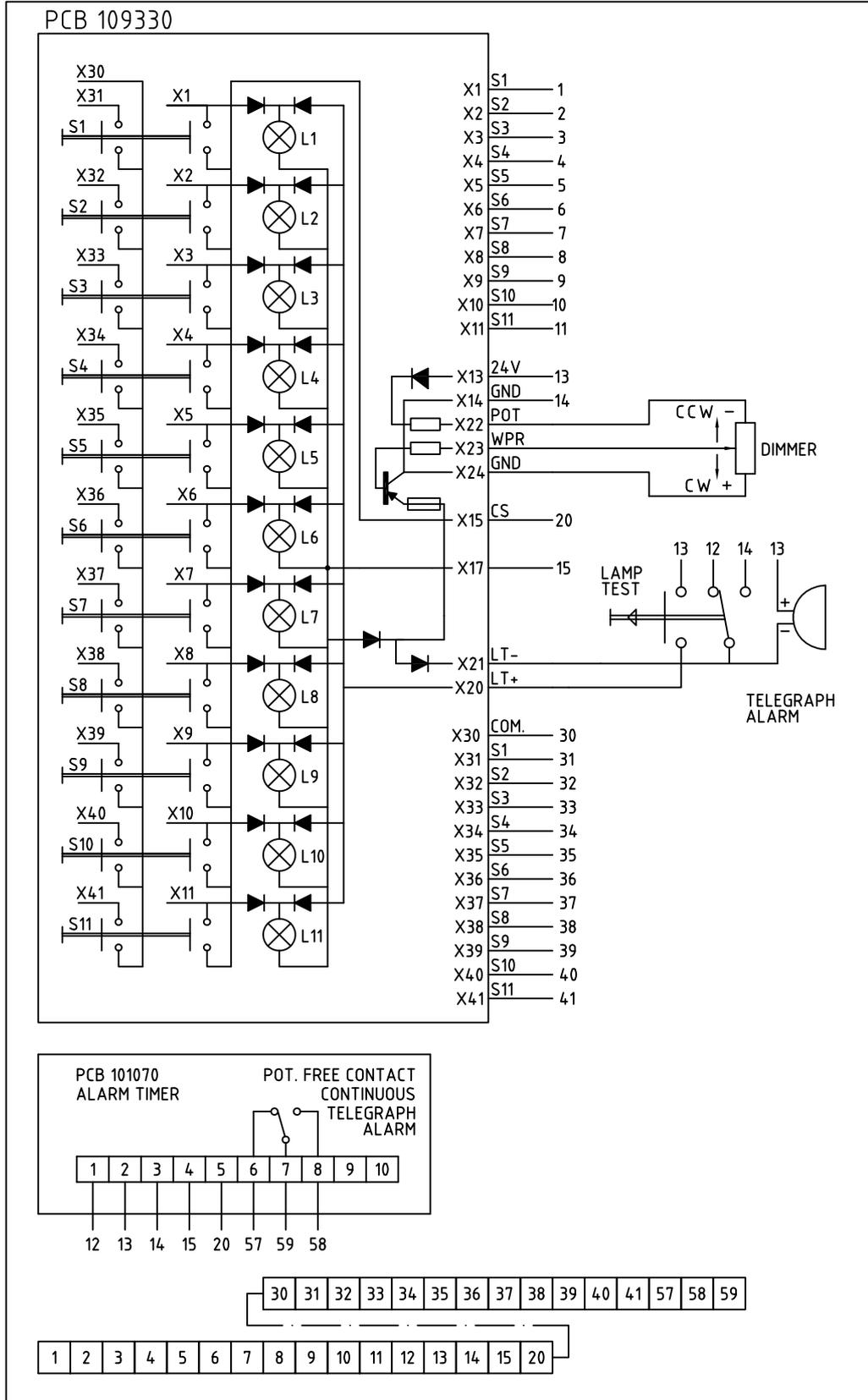
GEZ.

SCHAAL: 1:2.5

BLAD.

LET.	ST.NR.	WIJZIGING	D.D.	NAAM
A	-	POWER FAILURE RELAY DELETED DUE TO NOT ENOUGH SPACE	8-9-2009	NJV
B	-	DIODE D16 ADDED	7-4-2010	NJV

TRANSMITTER/RECEIVER WHEELHOUSE



WIRING DIAGRAM T/R WHEELHOUSE

4 A0113574

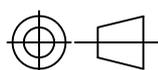
PROJ. METHODE

KWANT CONTROLS

KWANT CONTROLS B.V. SNEEK HOLLAND
HET AUTEURSRECHT WORDT VOORBEHOUDEN OVEREENKOMSTIG DE WET

WIJZ.

B



GET. TTW

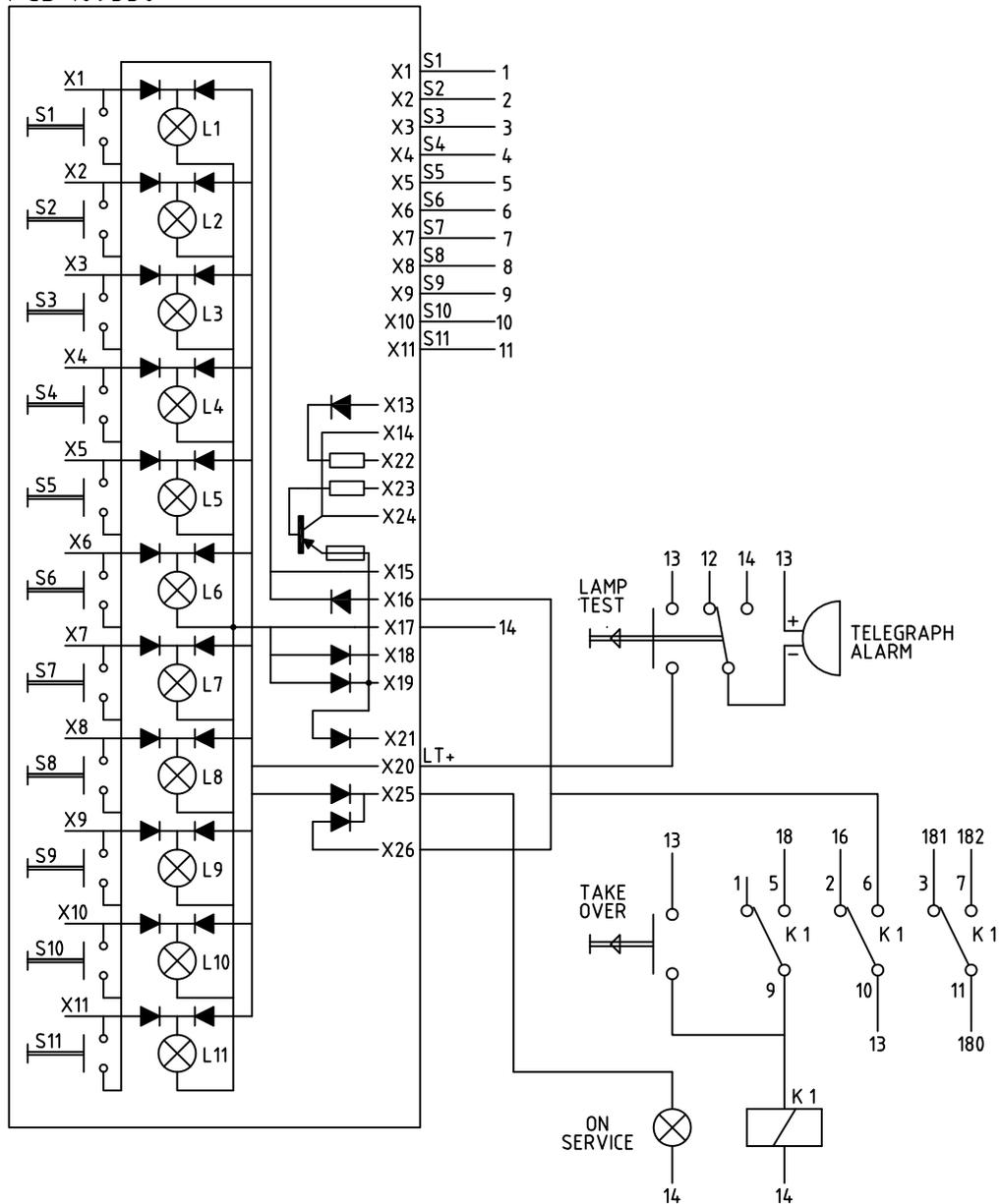
D.D. 20-5-2005 GEZ.

SCHAAL:

BLAD.

RECEIVER/TRANSMITTER E.C.R.

PCB 109330



1	2	3	4	5	6	7	8	9	10	11	12	13	14	16	18	180	181	182
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WIRING DIAGRAM R/T E.C.R.

4 A0112229

PROJ. METHODE

KWANT CONTROLS

KWANT CONTROLS B.V. SNEEK HOLLAND
HET AUTEURSRECHT WORDT VOORBEHOUDEN OVEREENKOMSTIG DE WET

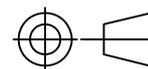
WIJZ.

GET. TTW

SCHAAL:

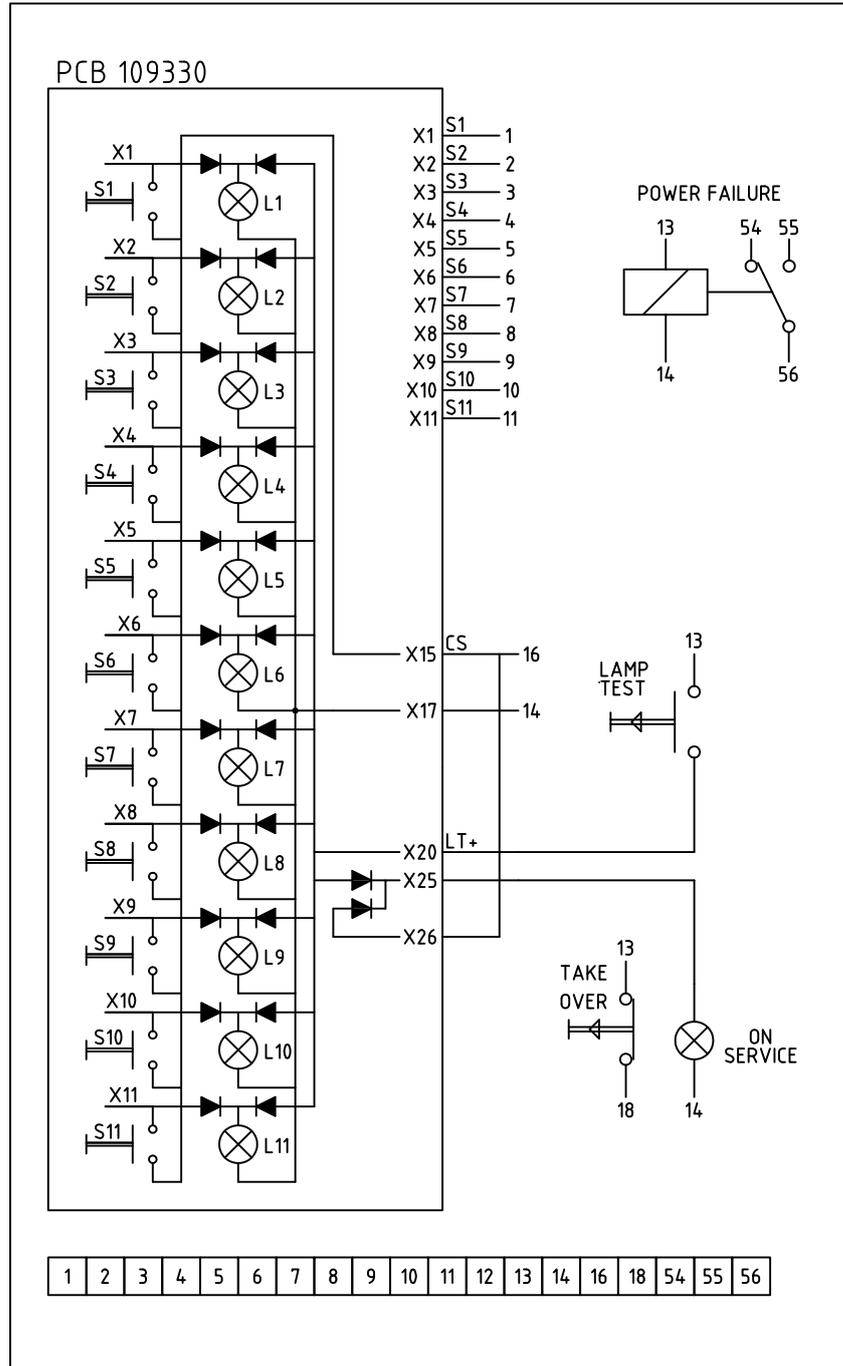
D.D. 24-02-04 GEZ.

BLAD.



LET.	ST.NR.	WIJZIGING	D.D.	NAAM
A	-	POWER FAILURE RELAY	8-9-2009	NJV

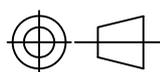
RECEIVER/TRANSMITTER ENGINE ROOM



WIRING DIAGRAM R/T ENGINE ROOM

4 A0113575

PROJ. METHODE



KWANT CONTROLS

KWANT CONTROLS B.V. SNEEK HOLLAND
HET AUTEURSRECHT WORDT VOORBEHOUDEN OVEREENKOMSTIG DE WET

WIJZ. A

GET. TTW

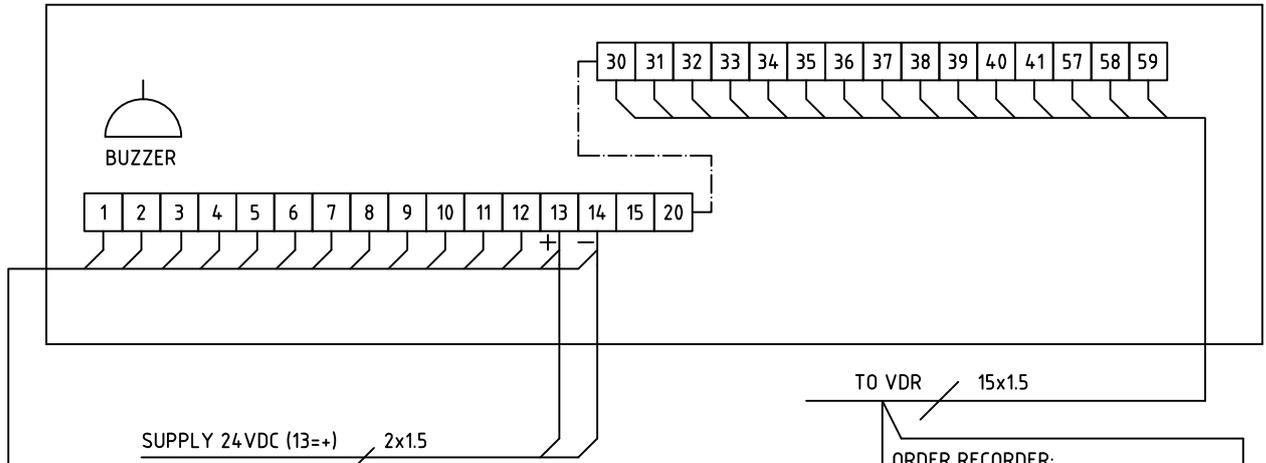
SCHAAL:

D.D. 20-5-2005 GEZ.

BLAD.

LET.	ST.NR.	WIJZIGING	D.D.	NAAM
A	-	POWER FAILURE CONTACT IN THE E.R. UNIT	8-9-2009	NJV

TRANSMITTER/RECEIVER WHEELHOUSE



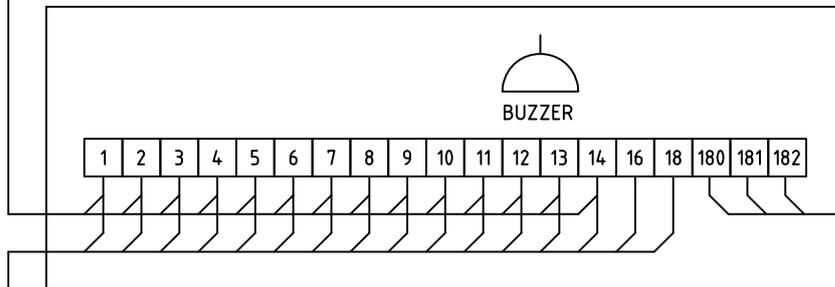
TO VDR 15x15

ORDER RECORDER:

- 30= COMMON
- 31= FULL AHEAD
- 32= HALF AHEAD
- 33= SLOW AHEAD
- 34= DEAD SLOW AHEAD
- 35= STAND BY
- 36= STOP
- 37= FINISHED WITH ENGINE
- 38= DEAD SLOW ASTERN
- 39= SLOW ASTERN
- 40= HALF ASTERN
- 41= FULL ASTERN

POT.FREE CONTACT TEL.ALARM:
 57 = OPEN DURING TEL.ALARM
 58 = CLOSED DURING TEL.ALARM
 59 = COMMON

RECEIVER/TRANSMITTER ENGINE CONTROL ROOM

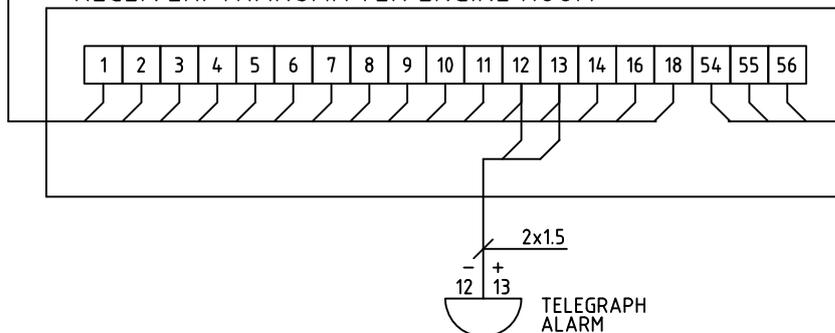


TO VDR 3x15

POT.FREE CONTACT ECR/ER IN SERV.

- 180 = COMMON
- 181 = ER IN SERVICE
- 182 = ECR IN SERVICE

RECEIVER/TRANSMITTER ENGINE ROOM



TO VDR 3x15

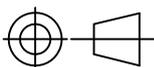
POT.FREE CONTACT POWER FAILURE:

- 54 = CLOSED DURING POWER FAIL.
- 55 = OPEN DURING POWER FAIL.
- 56 = COMMON

CABLE DIAGRAM TEL.INST. P/B TYPE

4 A0113576

PROJ. METHODE



KWANT CONTROLS

KWANT CONTROLS B.V. SNEEK HOLLAND
 HET AUTEURSRECHT WORDT VOORBEHOUDEN OVEREENKOMSTIG DE WET

WIJZ. A

GET. TTW

SCHAAL:

D.D. 20-5-2005 GEZ.

BLAD.