FlexibleDrive
Control systems and replacement parts

Electronic Control Systems

Engine Stop Solenoid

Flexible Drive offers a range of electronic control systems. Now offering a range of dual coil universal engine stop solenoids with internal hold switching circuitry which removes the requirement of additional external timing circuitry, suitable for the transportation aftermarket industry for use on:

- Light and heavy commercial vehicles
- Agricultural applications
- Earth moving
- Marine
- Stationary engines

The Woodward range of engine stop solenoids comes in three body sizes allowing use for light and heavy duty applications. Installation is simple by removing any requirements to have external timing circuitry as it automatically switches across to its hold coil once completing its full stroke.

1500 Series – Part number 150412V/150424V

Model	Rated Voltage	Rated Stroke	Pull Current	Hold Current	Pull Rating	Hold Rating	Coil Winding	Flange Style
150412V	12V DC	25 mm (1")	41A	0.76A	53N	85N	Parallel	2 Bolt Collar
150424V	24V DC	25 mm (1")	22A	0.37A	53N	85N	Parallel	2 Bolt Collar

1750 Series – Part number 175112V/175124V

Model	Rated Voltage	Rated Stroke	Pull Current	Hold Current	Pull Rating	Hold Rating	Coil Winding	Flange Style
175112V	12V DC	25 mm (1")	46A	1.1A	107N	169N	Parallel	2 Bolt Plate
175124V	24V DC	25 mm (1")	25A	0.5A	107N	169N	Parallel	2 Bolt Plate

2003 Series – Part number 200312V/200324V

Model	Rated Voltage	Rated Stroke	Pull Current	Hold Current	Pull Rating	Hold Rating	Coil Winding	Flange Style
200312V	12V DC	25 mm (1")	60A	0.8A	116N	227N	Parallel	4 Bolt Plate
200324V	24V DC	25 mm (1")	30A	0.4A	116N	227N	Parallel	4 Bolt Plate

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Installation Instructions:

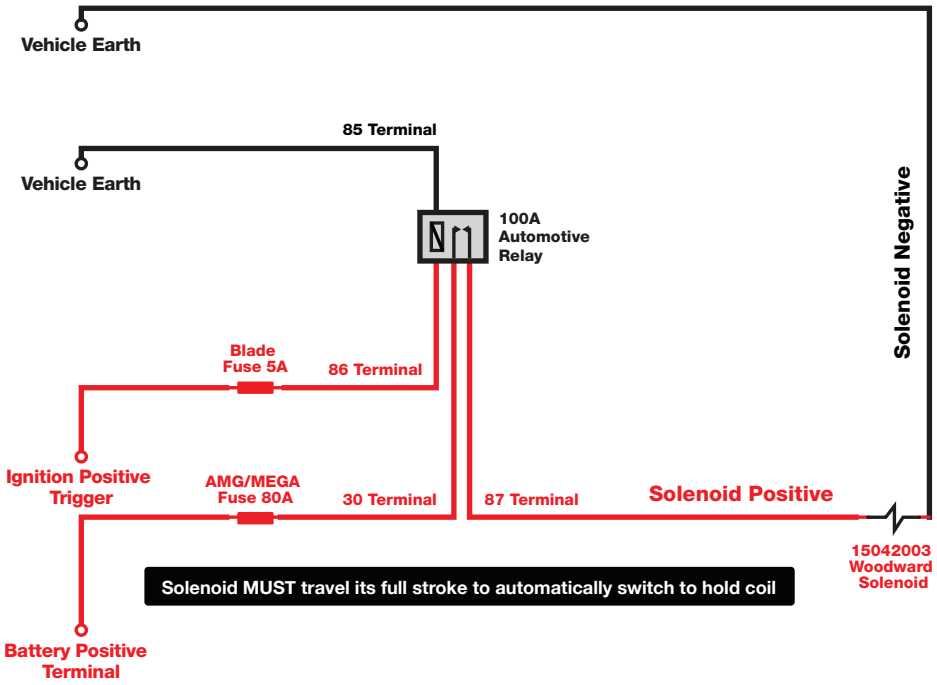
These solenoids must be used with circuit protection and switched through an automotive relay.

Typical installation requires:

- 100A Automotive Relay
- AMG/MEGA Fuse Holder
- Inline Blade Fuse Holder
- 80A MEGA/AMG Fuse (60A for 24V applications)
- 5A Blade Fuse
- Electrical Consumables

The solenoid MUST travel its entire stroke for it to automatically switch to its hold coil, if it does not travel its full stroke, it will burn out prematurely.

1. Mount the 100A automotive relay in an area away from potential heat sources with enough room to get access to its terminals.
2. Mount the AMG/MEGA fuse holder in an area as close to the battery positive terminal as possible with enough room to have access to both terminals to install wiring.
3. Wire the battery positive terminal to the AMG/MEGA fuse holder and install the 80A AMG/MEGA fuse (60A for 24V applications)
4. Connect the other end of the AMG/MEGA fuse holder to the 30 terminal on the 100A automotive relay.
5. Connect the 87 terminal of the 100A automotive relay to the positive terminal on the shutdown solenoid.
6. Connect the negative terminal on the shutdown solenoid to vehicle ground/earth.
7. Find a switched ignition positive source that turns on and off with the ignition switch, splice into it with an inline blade fuse holder and install the 5A blade fuse.
8. Connect the other end of the blade fuse holder to the 86 terminal on the 100A automotive relay.
9. Connect the 85 terminal on the 100A automotive relay to vehicle ground/earth.
10. The relay should activate and the solenoid should pull inwards when turning to ignition and then release when ignition is switched off.



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