MARINE ENGINE TELEGRAPH SYSTEM

GCCZ-03 telegraph transmitter

Main functions and characteristics: The GCCZ Marine Main Engine Telegraph is divided into eleven levels, namely, advance one, advance two, advance three, advance four, empty car, finished car, standby car, retreat one, r...

ISO9001 Supplier

Class Certificate

Export Supply

Key Highlights

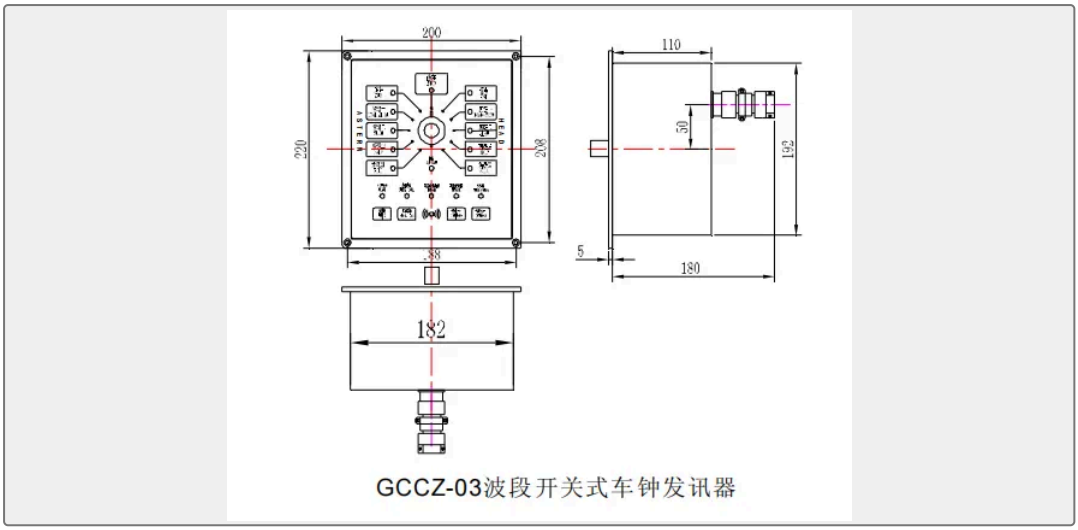
Category	Marine Engine Telegraph System
Standard	ISO
Certificate	ABS, LR, BV, DNVGL, NK, KR, IRS, RMRS, CCS

We can supply according to your requirement, drawings, class certificate needs, and delivery schedule.

Technical Specifications

Category	Marine Engine Telegraph System	**Model / SKU**	GCCZ-03-telegraph-transmitter
Standard	ISO	**Surface**	The GCCZ Marine Main Engine Telegraph is divided into eleven levels, namely, advance one, advance two, advance three, advance four, empty car, finished car, standby car, retreat one, retreat two, retreat three, and retreat four.
Certificate	ABS, LR, BV, DNVGL, NK, KR, IRS, RMRS, CCS	**Warranty**	12 Months unless specified otherwise
Origin	China		

China GCCZ-03 telegraph transmitter:



Main functions and characteristics: The GCCZ Marine Main Engine Telegraph is divided into eleven levels, namely, advance one, advance two, advance three, advance four, empty car, finished car, standby car, retreat one, retreat two, retreat three, and retreat four. Capable of sending and receiving 11 command signals to communicate with the receiver, and comparing the position signals of the transmitter and receiver (cabin receiver, monitoring room repeater, monitoring room receiver) handles to generate asynchronous output sound signals. It has three control functions, that is, it can communicate with the monitoring room receiver and the engine room receiver separately, controlled by the conversion switch set in the monitoring room; When communicating with the cabin receiver, the monitoring room receiver functions as a repeater. The high voltage input of the switch indicates communication between the monitoring room and the cab, while the low voltage input indicates communication between the cabin and the cab. The functions of the transmitter, monitoring room receiver, cabin receiver, and car clock repeater are the same. The appearance of the transmitter and monitoring room receiver is the same, and their functions are set by the dial switch.

The GCCZ Marine Main Engine Telegraph can simultaneously display the working status of both parties (transmitter and receiver) during operation. The car clock repeater can also display simultaneously. When the transmitter and receiver are synchronized, the indicator light is always on, and when asynchronous, it flashes. There is also an audible and visual alarm and a closed contact output to connect the external power alarm. Once synchronized, the alarm will be automatically cancelled. Power loss alarm: When the main power supply loses power, it can automatically switch to the auxiliary power supply (U1 converted to U2) and have sound and light alarms and passive contact outputs. The main power supply returns to normal and automatically cancels the alarm. Press the mute button, the indicator light will become flat and the sound will disappear. The signal is collected by the car clock transmitter. Miscarriage alarm: When there is a missed carriage signal, the position indicator lights corresponding to the transmitter handle and receiver flash simultaneously, and output an audible signal and a closed contact to warn the host of misoperation. After the host corrects the misoperation, the missed carriage alarm will automatically cancel. Press the mute button to flatten the light. The definition of missed car alarm: When the transmitter sends a forward or reverse command and the receiver responds, if the signal feedback from the gearbox is different from the command, it outputs a missed car signal. When not using this function, the input end should be shielded to disable it. The missed train signal and missed train shielding signal are collected by the cabin receiver. Alarm Silencing and Light Leveling Function: Silencing refers to the ability of the car clock to release sound and flashing signals by pressing the mute button in the event of a power loss or missed car alarm. In case of unsynchronized communication and communication failure, pressing mute will be ineffective. Normal communication indicator function: If there is a communication malfunction, the buzzer will continue to sound, the sound reduction will be ineffective, and all indicator lights will flash.