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Product Guide
Sleipner S-link System

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Sleipner S-link System

MC_0604

S-Link is a CAN-based control system used for communication between Sleipner products installed on a vessel. The system uses BACKBONE Cables as a common power and communication bus with separate SPUR Cables to each connected unit. Units with low power consumption are powered directly from the S-Link bus therefore one power cable must be connected to the BACKBONE Cable through a T-Connector.

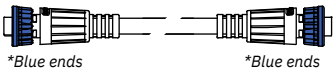
Main advantages of S-Link system:
- Compact and waterproof plugs.
- BACKBONE and SPUR Cables have different colour coding and keying to ensure correct and easy installation. BACKBONE Cables have blue connectors and SPUR Cables have green connectors.
- Different cable lengths and BACKBONE Extenders makes the system scalable and flexible to install.

Installation of S-Link cables:
Select appropriate cables to keep the length of BACKBONE- and SPUR Cables to a minimum. In case of planned installation with total BACKBONE Cable length exceeding 100 meters please consult your local distributor. The S-Link cables should be installed to ensure sharp bend radius's is avoided. Locking mechanism on connectors must be fully closed. To ensure long lifetime, cables, T-Connectors and Extenders should not be located so that they are permanently immersed in water or other fluids. It is also recommended to install cables such that water and condensation do not run along the cables and into the connectors.

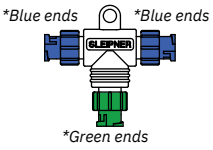
The POWER Cable should ideally be connected around the middle of the BACKBONE Cable to ensure an equal voltage drop at each end of the BACKBONE Cable. The yellow and black wire in the POWER Cable shall be connected to GND and the red wire connected to +12VDC or +24VDC.

To reduce the risk of interference, avoid routing the S-Link cables close to equipment such as radio transmitters, antennas or high voltage cables. The backbone must be terminated at each end with the END Terminator.

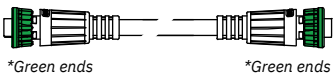
SPUR cables can be left unterminated to prepare for the installation of future additional equipment. In such cases, ensure to protect open connectors from water and moisture to avoid corrosion in the connectors.



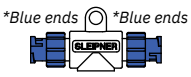
BACKBONE Cable
Forms the communication and power bus throughout a vessel. Available in different standard lengths.
Part# 6 1320-xxM (xx=length)
- ***0.2m***
- ***2.0m***
- ***4.0m***
- ***7.0m***
- ***10.0m***
- ***15.0m***
- ***20.0m***



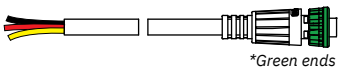
T-Connector
Used for connection of SPUR or POWER Cable to the BACKBONE Cable. One T-Connector for each connected cable.
Part# 6 1326



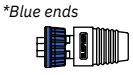
SPUR Cable
Used to connect S-Link compliant products to the backbone cable. One SPUR Cable must be used for each connected component, with no exceptions. Recommended to be as short as practically possible. Available in different standard lengths.
Part# 6 1321-xxM (xx=length)
- ***0.4m***
- ***1.0m***
- ***3.0m***
- ***5.0m***



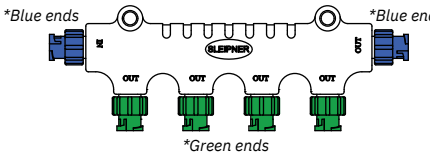
BACKBONE Extender
Connects two BACKBONE Cables to extend the length.
Part# 6 1322



POWER Cable
Required in all installations for connection of BACKBONE Cable to a power supply and should be protected with a 2A fuse.
Part# 6 1328



END Terminator
Must be one at each end of the BACKBONE bus.
Part# 6 1327



4-Port T-Connector
The 4-PORT T-connector allows multiple SPUR Cables to be connected. The 4-PORT T-connector comes with two sealing caps to protect unused ports.
Part# 6 1403

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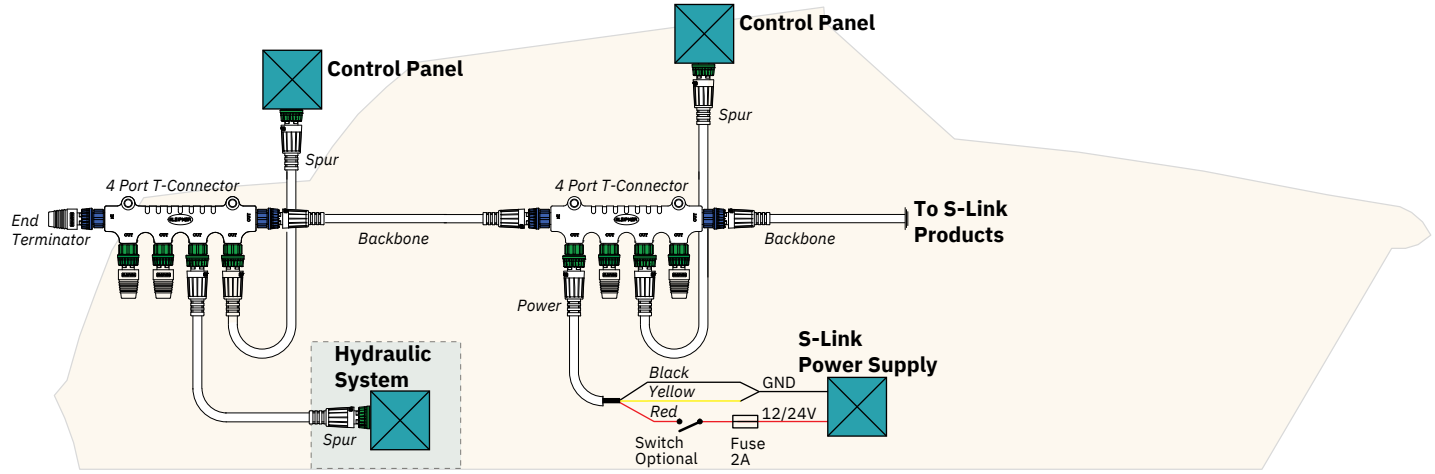
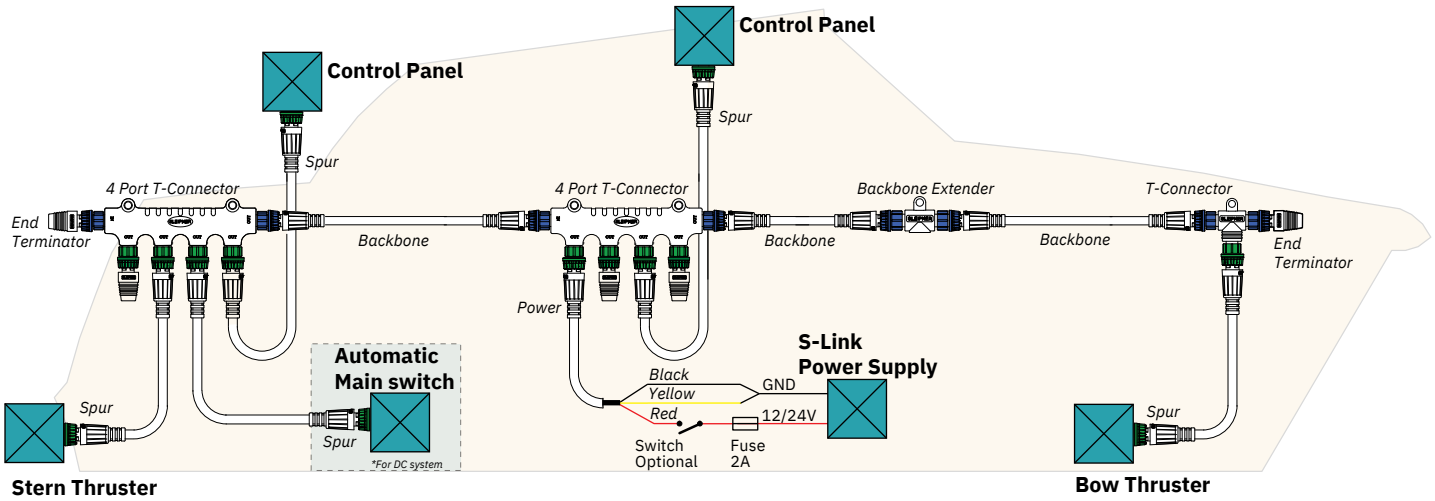
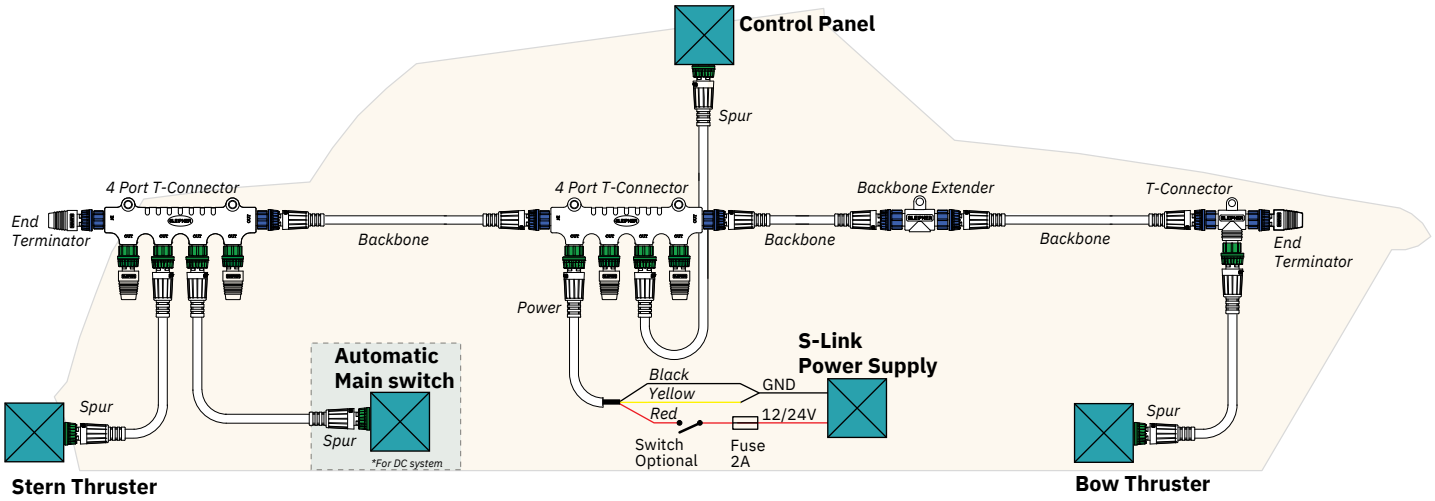
S-Link installation example for boats with two control positions and hydraulic system.



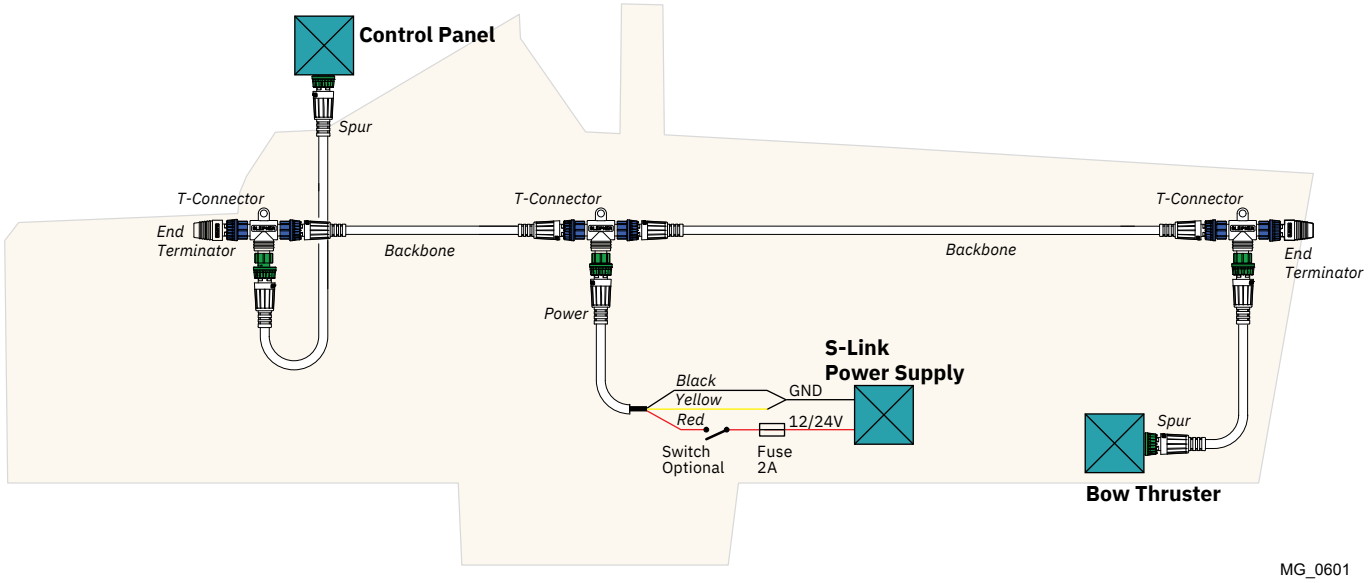
S-Link installation example for boats with two control positions and two DC proportional thruster systems.



S-Link installation example for boats with one control position and two DC proportional thruster systems.



S-Link installation example for boats with one control position and one retract thruster system.



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