

Standard on-off versus variable speed control

# Dock smooth and quietly with speed controlled thrusters

Put a throttle in your thruster!

Get the luxury of silently adjusting how much thrust to use when maneuvering your boat into our out of a tight spot using variable speed control. Combining known performance and reliability with total control of thruster power provides an ease to beginners as well as seasoned boaters, while eliminating much of the noise associated with on-off thrusters.

Increasing boat sizes and the number of boats have outrun the harbor space for many years around the globe, making docking more challenging than ever. Easy maneuvering has become more critical, making thrusters a standard fit in most boats, as they undeniably offer great help while docking in challenging locations or adverse weather conditions.

With many boat owners having had boats with under-powered thrusters, they now would like to have enough power in their thrusters to make sure they perform well and do their job in the worst conditions. To install a thruster system rated for the worst conditions is advisable, as it is in these situations you need a thruster system the most.

However, while docking in calm weather conditions, many boat owners find that using 100% of the thruster effect is unnecessary and creates unwanted noise in an otherwise quiet harbor.

Sleipner PRO (proportional) thrusters will be a different experience and provide a no-compromise solution with fully speed-controlled thrusters. Unlike on-off thruster systems, where you will get a 100% thrust at once, a proportionally controlled system starts at a lower RPM as you throttle on. This makes a massive difference as the softer acceleration

creates a lot less cavitation in the tunnel, which reduces noise in a thruster.

As you can now choose the right thrust for any docking situation, docking in a quiet harbor does not need a lot of power, and you will find that you can slip the boat into your dock almost without making a sound.

When running the thruster at reduced power, the heat development in a DC electric motor is much lower. In most cases, at 50% power or less, you can expect close to continuous run time, only limited by your available power supply.

The first part of docking is maneuvering alongside the pier safe and smoothly. The second part is staying there until you are tied off. With a twin system with variable speed control (bow and stern thruster), you also get a practical hold-function, enabling you to set and leave the level of thrust. It's a feature that short-handed skippers often rely on to pin their boats against the dock while they step off to secure the lines. You can easily adjust the amount of thrust applied depending on the docking conditions.

Visit [www.sleipnergrouper.com](http://www.sleipnergrouper.com) to learn more.





# SLEIPNER

*Ocean born. Tech bred.*



## DC electric tunnel thrusters

Sleipner's tunnel thrusters are the world's top-selling bow and stern thrusters for recreational boats. Over the years, our tunnel thrusters have been installed in more than 300,000 boats worldwide.

The bow and stern thrusters are fitted either in a tunnel through the boat's bow or into a stern tunnel at the boat's stern.

The electric motors, solenoid, patented IPC control system, and mechanical parts of the propulsion system are all custom designed and built - utilizing the extensive experience gained through years of leadership in the global thruster market.

Sleipner's stern tunnels are designed with solid and durable fiberglass to enhance the thruster's performance and are mounted effortlessly in the boat's transom.

### Benefits

- Proven performance
- Low noise
- Flexible installation/mounting
- High-quality components
- Overheat protection
- Low maintenance
- Intelligent Power Control

**AMI**  
**SINGAPORE**

AMI Marine International Pte Ltd

### AMI Marine International Pte Ltd

Blk 196 Pandan Loop #4-15,  
Pantech Business Hub,  
Singapore 128384

Singapore +65 6775 0081  
Vietnam +84 (254) 3513 345  
A member of the AMI Group

### Connect with us:

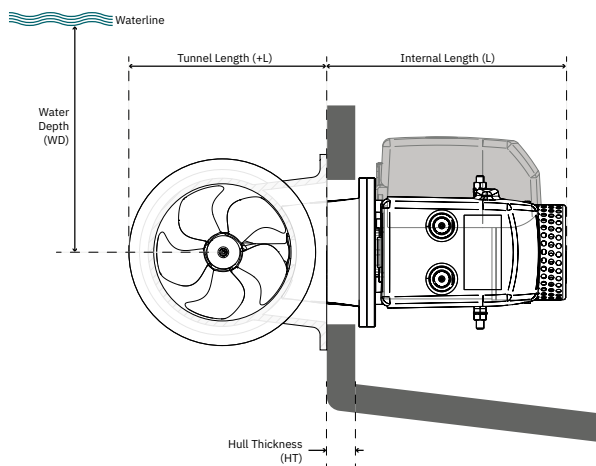
[sales@amisales.com.sg](mailto:sales@amisales.com.sg)  
[www.amisales.com.sg](http://www.amisales.com.sg)







SE120/215T	SE130/250T		SE150/215T	SE170/250TC	SE210/250TC	SE250/300TC	SE300/300TC
24V	12V	24V	24V	24V	24V	24V	48V
139	160	160	182	210	250	300	340
120	130	130	150	170	210	250	300
13-18/42-60	13-19/42-62		14-20/44-64	15-22/50-70	17-24/55-78	18-25/60-84	22-30/72-100
215	250	250	215	250	250	300	300
Twin	Twin	Twin	Twin	Twin Counter	Twin Counter	Twin Counter	Twin Counter
6.4	6.5	6.5	8.8	8.8	10	11.4	15
24V	12V	24V	24V	24V	24V	24V	48V
34	37	37	38	44	68	70	73
450	750	400	560	560	560	700	400
	SE130/250T-12V						
SE120/215T	SE130/250T-24V		SE150/215T	SE170/250TC	SE210/250TC	SE250/300TC	SE300/300TC
	SEP130/250T-12V						
SEP120/215T	SEP130/250T-24V		SEP150/215T	SEP170/250TC	SEP210/250TC	SEP250/300TC	SEP300/300TC-48
90135i	90150i		90135i	90150i	90150i	90200i	90200i
-	-		-	-	-	-	-
90136	90130		90136	90130	90130	90220	90220



Bow	Description
(H)	Height
(L)	Length
(W)	Width
(ID)	Internal Diameter
(WD)	Water Depth
(TL)	Recommended Tunnel Length
(TL min.)	Minimum Tunnel Length
(T min.)	Minimum Tunnel Wall Thickness
(T max.)	Maximum Tunnel Wall Thickness
<b>Stern</b>	
(L)	Internal Length
(+L)	Tunnel Length
(WD)	Stern Water Depth
(HT)	Maximum Hull Thickness

STERN	SE20	SE25	SE30 <sup>2</sup>	SE30 <sup>3</sup>	SE40 <sup>2</sup>	SE40 <sup>3</sup>	SE50	SE60	SE80	SE100	SE120	SE130	SE150	SE170	SE210	SE250	SE300
mm	12V	12V	12V	12V	12V	12V	12/24V	12/24V	12/24V	12/24V	24V	12/24V	24V	24V	24V	24V	24V
(L)	-	-	218	218	228	228	-	231/ 214	294/303	351	361	352/ 348	380	362	422	440	407.2
(+L)	-	-	188	188	188	188	-	265	265	265	300	345	300	345	360	417	422
(WD)	-	-	125	125	125	125	-	185	185	185	215	250	215	250	250	300	300
(HT)	-	-	19	19	17	17	-	43	56	60/64	61	56/55	73	56	50	68	67

<sup>1</sup> SE30 and SE40 also available with Internal Diameter of 140 mm

<sup>2</sup> 125S2 version with Internal Diameter of 125 mm

<sup>3</sup> 140 version with Internal Diameter of 140 mm

SE20, 25, and 50 are not available as stern thruster

\* Note - See page 115