

The Ducati controller

The original controller supplied by Ducati Energia is equipped with semiconductors, which allow a brief loading of 25A at 14V. Continuous loading of the semiconductor is limited under standard conditions at 25 ° C to around 17A. but since the alternator can deliver up to 20A, the original controller is overloaded even under optimal conditions. This results in frequent failures. In addition, the cooling fins of the Ducati controller are grossly undersized , which requires additional cooling heat sinks like large aluminum panels . The original Ducati regulator poses a significant security risk .

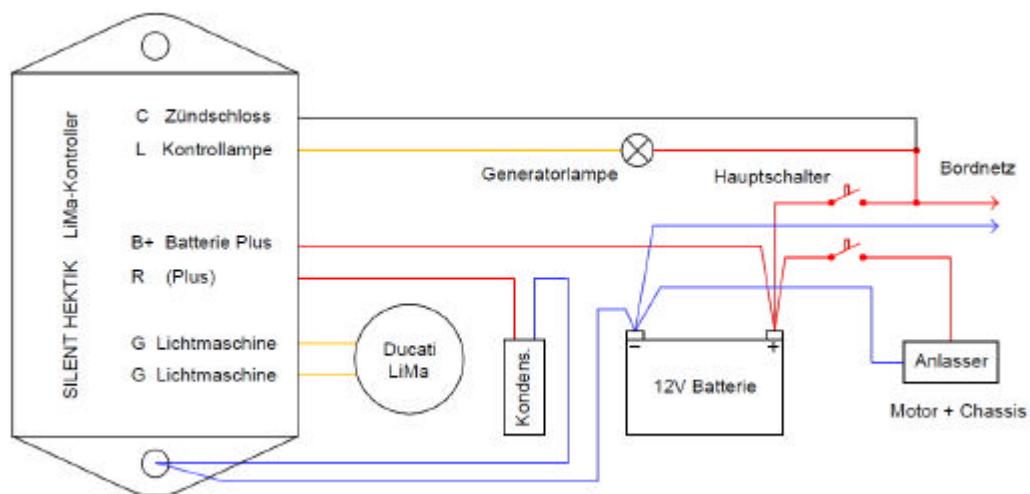
The Silent Hektik controller

The SH controller is equipped with low-loss semiconductors in a CNC aluminum housing . Same charging characteristics as the original but with a much higher load capacity and reliability, since a load capacity of up to 47A is possible. The surface of the cooling fins is almost ten times greater than the Ducati regulator. The housing size and the attachment points are compatible with the original.

The SH- controller is a solid-state regulator and it's construction guarantees a very long, trouble-free operation.

In an emergency

The alternator controller is normally operated on aircraft without needing a smoothing capacitor, however, if it is desired to run the engine without a battery, a 33,000µF 40V capacitor will be required to ensure a noise-free supply line.



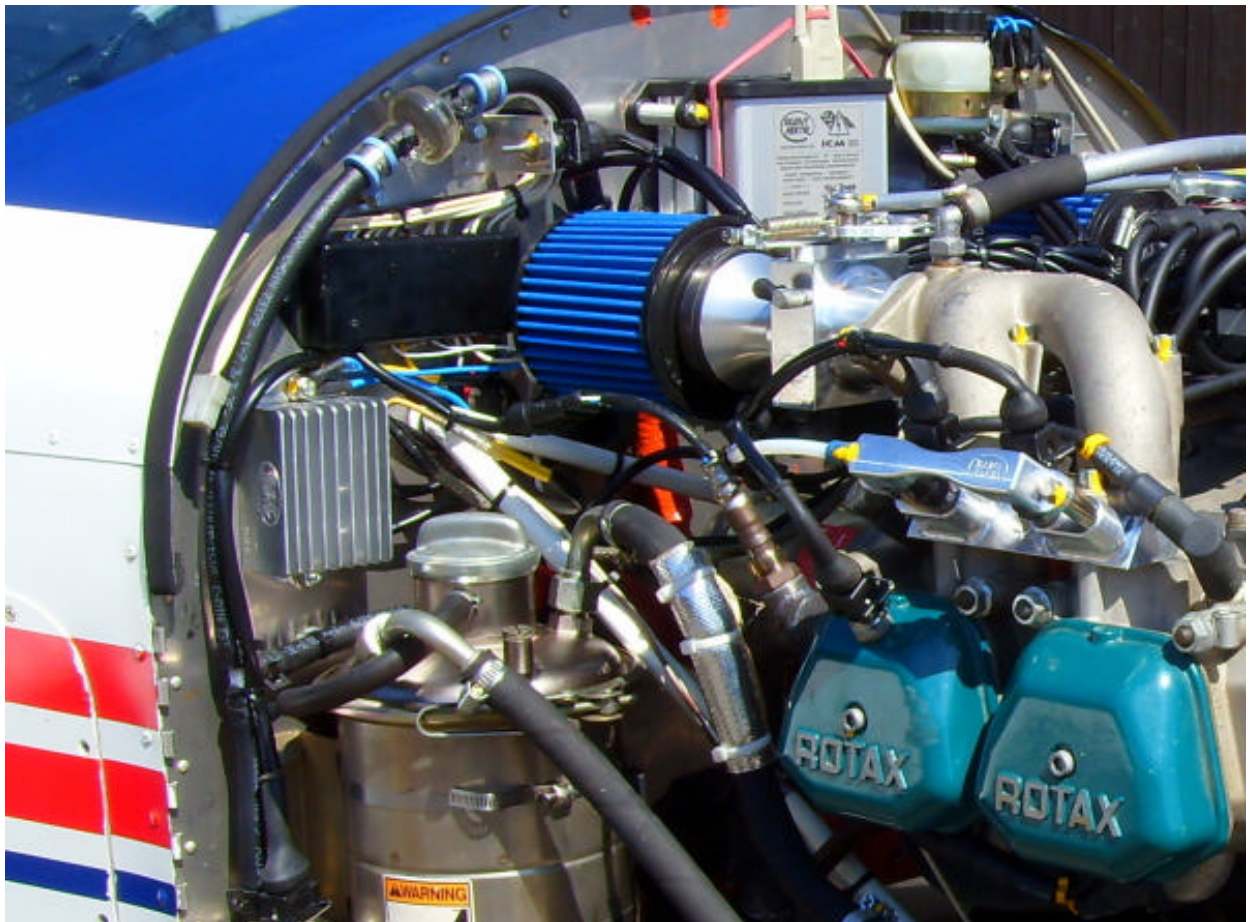
This pin assignment is a mandatory requirement .

Important:

Note that it is imperative to connect the pins of the SH controller correctly. The switch should not be mounted between the controller and the battery, as switching off could cause an extremely high energy inductive voltage spike.

If the electrical system includes a switch, it should only be used after the engine has stopped otherwise a high voltage peak of several hundred volts may damage the entire on-board electronics. Ensure that all connections are made using wire of sufficient gauge. A minimum cross-section of 2.5 sq. mm is recommended. A lack of earth returns or different ground return-path routing of the upper connection shown in the sketch can lead to deterioration of functionality or malfunctions in the electrical system. Insufficient, incorrect connections or poor harnesses as well as a too small or defective battery can lead to impaired function.

This is not considered as a defect and will not be covered under warranty.



F4112 2-wire alternator 14V 47A controller © €197, (€ 165.55 excl. VAT)

F4114 capacitor for battery-free Notberieb D35x15mm € 39.70 (€ 33.36 excl. VAT)

F4116 plastic housing with contacts for the central plug € 19.70 (€ 16.56 excl. VAT)

In operation, the alternator controller runs hot and must be air-cooled.

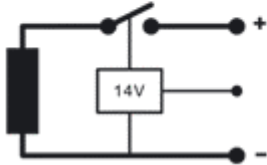
An order to sample or the return of the controller is not possible.

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Functional schematics for comparison:

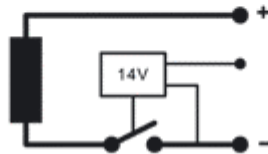
Silent Hektik LiMa Kontroller

Die LiMa wird bei 14,2V
zum Plus der Batterie
Ein und Aus geschaltet
minimale Belastung
hohe Störsicherheit



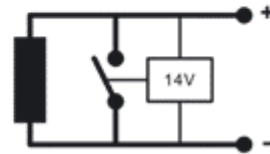
Ducati Energia LiMa Regler

Die LiMa wird bei 13,5V
zum Minus der Batterie
Ein und Aus geschaltet
minimale Belastung
geringe Störsicherheit



Japanische LiMa Regler

Die LiMa wird ab 13,8V
zwischen den Polen
Kurzgeschlossen
ausreichende Störsicherheit
extrem hohe Belastung



... und die Power wird mit dir sein !

