



JP3 AutoPilot Disengagement Unit

General Characteristics

As sailing yacht projects have become more and more ambitious and of higher performance, the loads on the steering system have naturally increased. This has resulted in greater loads and less 'feel' in the steering system. These helm loads are further increased by the size of the autopilot rams fitted to match the increased rudder loads of this new class of yacht.

To overcome these problems, JP3 has designed and developed a system that allows the autopilot steering rams to be connected and disconnected from the steering. Each unit is custom made to architects specifications to ensure both the quadrant radius and autopilot geometry are the optimum to ensure perfect steering

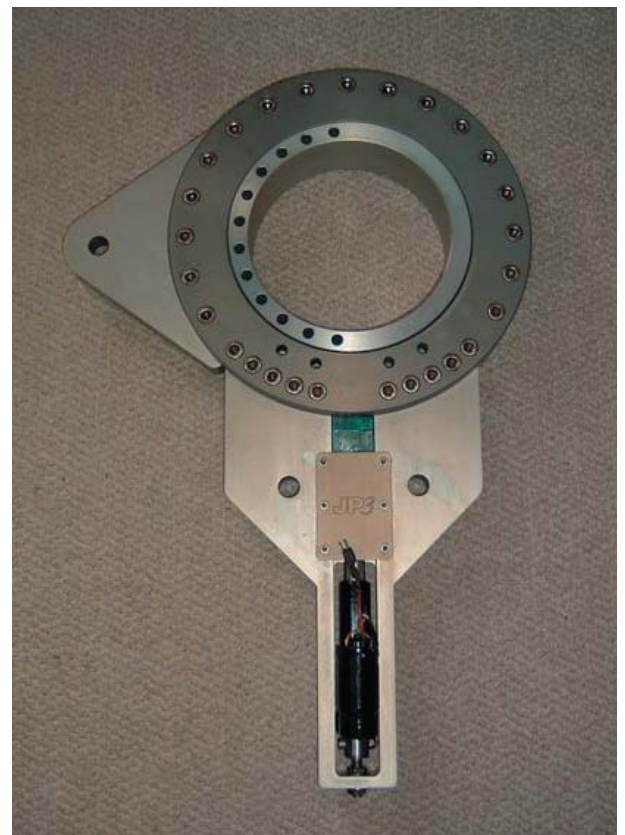
The principle behind the operation of the Autopilot Disengagement is to allow the autopilot ram or rams to be engaged and disengaged from the quadrant and rudder by means of a simple lock powered by an electric actuator. It is not essential that the autopilot be perfectly aligned when the Autopilot is turned ON as there is an intermediate spring between the locking pin and actuator that will locate the locking pin as the recess in the quadrant and the locking pin line up.

Emergency Lock

Each system is fitted with a series of emergency bolt holes and threads. The size and number of these will vary with each unit.

In the case that the actuator fails and the pilot cannot be engaged, the Autopilot tiller can be locked to the quadrant by these bolts.

Manual steering should also be possible as generally hydraulic autopilot steering systems are fitted with a hydraulic system bypass valve.



Thank you, for choosing a JP3 quadrant and Autopilot Disengagement unit.

We are sure these components will contribute to make your sailing more comfortable and more enjoyable.