<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>1.</td>
<td>Vessel Name</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Vessel type</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Vessel length</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Engine make and model</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Engine – number of cylinders</td>
<td>4 6 8</td>
</tr>
<tr>
<td>6.</td>
<td>Engine horsepower</td>
<td>hp</td>
</tr>
<tr>
<td>7.</td>
<td>Engine typical cruising rpm</td>
<td>rpm</td>
</tr>
<tr>
<td>8.</td>
<td>Crankshaft pulley size</td>
<td>mm</td>
</tr>
<tr>
<td>9.</td>
<td>Alternator is mounted on which side of engine</td>
<td>LH or RH</td>
</tr>
<tr>
<td>10.</td>
<td>Batteries</td>
<td>12v</td>
</tr>
<tr>
<td>11.</td>
<td>Batteries</td>
<td>24v</td>
</tr>
<tr>
<td>12.</td>
<td>Start battery type</td>
<td>Lead acid</td>
</tr>
<tr>
<td>13.</td>
<td>Start battery type</td>
<td>Gel type</td>
</tr>
<tr>
<td>14.</td>
<td>Start battery type</td>
<td>AGM</td>
</tr>
<tr>
<td>15.</td>
<td>Start battery capacity in amp hours or CCA</td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td>Start battery condition – years old?</td>
<td></td>
</tr>
<tr>
<td>17.</td>
<td>Start battery number</td>
<td></td>
</tr>
<tr>
<td>18.</td>
<td>House battery type</td>
<td>Lead acid</td>
</tr>
<tr>
<td>19.</td>
<td>House battery type</td>
<td>Gel type</td>
</tr>
<tr>
<td>20.</td>
<td>House battery type</td>
<td>AGM</td>
</tr>
<tr>
<td>21.</td>
<td>House battery capacity in amp hours</td>
<td></td>
</tr>
<tr>
<td>22.</td>
<td>House battery condition – years old?</td>
<td></td>
</tr>
<tr>
<td>23.</td>
<td>House battery number</td>
<td></td>
</tr>
<tr>
<td>24.</td>
<td>Alternator Make and model – if you are not sure take 3-4 photos</td>
<td></td>
</tr>
<tr>
<td>25.</td>
<td>Alternator Make and model</td>
<td></td>
</tr>
<tr>
<td>26.</td>
<td>Alternator pulley diameter (mm) measured at widest point</td>
<td>mm</td>
</tr>
<tr>
<td>27.</td>
<td>Do you know crankshaft to alternator drive ratio</td>
<td>1:1</td>
</tr>
<tr>
<td>28.</td>
<td>Mounting foot arrangement – single foot or double foot</td>
<td></td>
</tr>
<tr>
<td>29.</td>
<td>Foot distance between legs or length of single foot</td>
<td></td>
</tr>
<tr>
<td>30.</td>
<td>Tensioning arm attachment is diametrically opposite of mount</td>
<td></td>
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<tr>
<td>31.</td>
<td>Tensioning arm attachment is displaced or 60° off centre of mounting hole</td>
<td></td>
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<tr>
<td>32.</td>
<td>Adjustment arm slide type</td>
<td></td>
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<tr>
<td>33.</td>
<td>Adjustment screw adjustment</td>
<td></td>
</tr>
<tr>
<td>34.</td>
<td>Alternator belts</td>
<td>Single</td>
</tr>
<tr>
<td>35.</td>
<td>Alternator belts</td>
<td>Double</td>
</tr>
<tr>
<td>36.</td>
<td>Alternator belts, measure across the top</td>
<td>10mm</td>
</tr>
<tr>
<td>37.</td>
<td>Alternator belts, measure across the top</td>
<td>12mm</td>
</tr>
<tr>
<td>38.</td>
<td>Battery switch – rotary – i.e. OFF – 1 -2 - Both</td>
<td></td>
</tr>
<tr>
<td>39.</td>
<td>Battery switch – single switch arrangement</td>
<td></td>
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<tr>
<td>40.</td>
<td>Battery switch – extra switch for battery paralleling for emergency</td>
<td></td>
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<tr>
<td>41.</td>
<td>Battery switch – earth switch</td>
<td></td>
</tr>
<tr>
<td>42.</td>
<td>Charging dual battery control via voltage sensitive relay</td>
<td></td>
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<tr>
<td>43.</td>
<td>Charging dual battery control via diode block</td>
<td></td>
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<tr>
<td>44.</td>
<td>Wiring – diameter of main alternator to battery feed wire</td>
<td></td>
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<tr>
<td>45.</td>
<td>Wiring – does alternator have a separate earth wire</td>
<td></td>
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<tr>
<td>46.</td>
<td>Wiring – check voltage drop from alternator terminal to battery V+ post</td>
<td></td>
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<tr>
<td>47.</td>
<td>Voltmeter - digital</td>
<td></td>
</tr>
<tr>
<td>48.</td>
<td>Voltmeter – analogue</td>
<td></td>
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<tr>
<td>49.</td>
<td>Voltmeter – normal cruise reading</td>
<td></td>
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<tr>
<td>50.</td>
<td>Amp meter - digital</td>
<td>Amp meter</td>
</tr>
<tr>
<td>51.</td>
<td>Amp meter – analogue</td>
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<tr>
<td>52.</td>
<td>Amp meter – max reading following start up</td>
<td></td>
</tr>
<tr>
<td>53.</td>
<td>Amp meter – shunt type of automotive type</td>
<td></td>
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<tr>
<td>54.</td>
<td>Other methods of charging – solar panels</td>
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<td>55.</td>
<td>Other methods of charging – wind generator</td>
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<tr>
<td>56.</td>
<td>Other methods of charging – external charger</td>
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