

Four things worth remembering about Schaltbau

DC switching that breaks under load, and the connectors and switches built to the same standard. Munich since 1929; rail traction duty is where the design comes from.

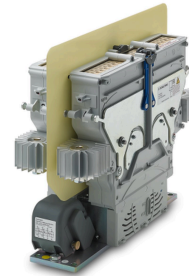
1



Breaks DC under load, both directions

A battery bus never crosses zero, so the contactor has to clear the arc itself. C303: **1,500 V, 500 A continuous, bidirectional**, 5,000 A for 20 ms without welding, in an open chamber with no gas fill.

2



Inspect it, service it, keep running

CT series, **1,500 V or 3,000 V, 400 and 800 A**: main contact tips and arc chute built for inspection and replacement, double-break, bidirectional DC and AC. CP frames to 2,000 A swap the arc chamber without tools.

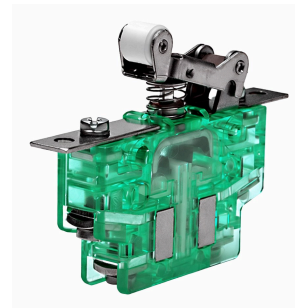
3



The connector that carries the pack

HV series: **1,000 V DC and 470 A** through solid crimp contacts, IP69K mated, over 10,000 mating cycles, with a feedback switch that reports the plug is home. LV charging connectors to 500 A.

4



The switch inside the contactor

S8 series snap-action switches: self-cleaning double-break contacts, **10 million mechanical cycles**, shock to 80 g, IP67 versions, VDE and UL. The same family is the mirror contact inside the contactors above.

DC has no zero crossing

An AC arc dies at the next zero. A DC arc has to be stretched and quenched by the contactor itself. Schaltbau does it with permanent-magnet blowout in an open chamber: no gas fill to age, either current direction through one device, and the parts that wear can be seen and replaced.

Ask which life number

A headline cycle count is usually mechanical life, with almost no arc. For a pack or bus isolator the number that matters is break life at your DC voltage and current. Ask for both lines, and ask whether the contact set is field-replaceable.

UL recognized, rail-proven

C310 and C320 carry UL Recognized Component marks to UL 60947-4-1 under file E116641. Integrated auxiliary contacts with mirror-contact function to IEC 60947-4-1 Annex F feed the safety circuit. Schaltbau has switched DC on rolling stock since 1929.

Your local Schaltbau contact in Northern California and Northern Nevada

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