

BE23A and BE46 versus BE23 (see also the user manual of BE23A/E46 section 17.0)

1) The Be23A has the same front panel as the previous BE23 model. The Be46 features a new design on the front panel.

2) Be23A and Be46 additional features versus BE23

- the parameter [M-o.t.] has been added to delay the engine alarms
- the parameter [E.run.] has been added to disconnect the starter . The possibility to disable the D+/W.L. monitoring has been added.
- the parameter [Cr.de.] has been added to delay the starter
- the Be23A and the Be46 feature 6-point FUEL SENSOR calibration
- 44 programmable outputs have been added
- true RMS measurements have been included for voltage and current
- if selected, the display shows Phase to Neutral voltage measurements
- the Be23A and Be46 can be calibrated while the engine is running
- the Be23A and Be46 can interface with Pick-Up or 'W'
- extended temperature range: -30°C to +70°C
- Be23A is a full coated version for special ambiental applications
- the Alternator Failure Alarm is now inhibited in Manual operating mode
- a procedure to cancel the memory has been introduced
- supply voltage up to 36Vdc (instead of 33Vdc)
- the BE46/BE23A can interface with the 'W' terminal from a Charger Alternator in order to measure the speed of the engine. See the following table:

Terminal	Function	Use of the Pick-up	Use of the 'W'
11 JG	Input	Pick Up + (plus/high)	connected to the 'W'
12 JG	Input	Pick Up - (minus/low)	connected to the +Vbattery

NOTE In order to allow the monitoring of the programmable Input 4 (or a Fuel sensor connected to the JB-23 input), the Be23A/BE46 requires always the connection of the terminal JB-13 to ground. If the terminal JB-13 is left open the alarm Input-4 (see section 6.15) may not work.

!! WARNING !! Relays and solenoids connected to the Be23A/Be46 must be suppressed using flywell diodes or suppression devices (e.g. RC networks).