For Service and OEMs:

MRC-connections

EN 1175-1, DIN 43589

The MRC advantages are obvious:

- Easy handling, fast assembly and a simple changeout is possible by removing the old replacing directly with the new. No special tooling is required.
- Housing and cable are manufactured as gas and watertight units by composite overmoulding of cable insulation and connector housing. This results in increased robustness, longer lifetime and – as a consequence - a jump in cost efficiency.
- Increased temperature range: -40°C - +120°C
- Material is resistant to electrolytic fluid
- 100% halogen free and thus environmental friendly
- Higher Current classification according to the new release of DIN connector standard 43589:

  DIN 80 = MRC 120 A

  DIN 160 = MRC 250 A

  DIN 320 = MRC 400 A
- Fully compatible / interchangeable with existing DIN connector standards due to “High Amp coding system”
- Meets the following standards:

  DIN 43589

  EN1175-1

  IEC 20989

  UL1977

  Machine guideline 2006/42EG, therefore with CE mark
- Major fork lift OEMs are already specifying the MRC assemblies as genuine parts

1- Battery clamp

2- FLEX ending

3- Cable lug

4- PERFECT

The REMA MRC connectors are the newest development in the field of high current interconnection applications.

Due to the ever rising power requirements of electric vehicles, for example fork lifts, it became necessary to develop connectors that meet those increased demands.

In close co-operation with the industry REMA developed an innovative solution – the MouldedRemaConnector technology.

The MRC technology is a natural evolution of the current DIN connector systems.
In accordance with DIN 43589 present connectors had to be assembled from single pieces. Many users have had difficulties with this, due to lack of correct crimping tools for mating contacts and cable. This also carries the highest risk of error. Imperfect connections often lead to high temperature damage, accelerated corrosion and aging of a connector. Correct crimping is critical,especially with the high currents used in today's electric vehicles.

These problems are over now! The MRC connector is literally made from one piece. Cable and housing are moulded in one composite unit.

Cable and contact are put together with a special crimp resulting in a joint of lower resistance with consequent less temperature rise than is achievable by conventional crimping methods.
The housings are then directly moulded around the cable.

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