AQUAPILOT ND

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Control system for azimuth thrusters

Aquapilot ND control system

Aquapilot ND control system has been designed for the users. For example the control lever has won an honorable mention for its ergonomic and user-friendly design. It is possible to have the Lever with or without a follow-up motor, turbine cheeks and arm rest. These options are changeable and adaptable to suit your preferences.

Aquapilot ND control system applications

Aquapilot ND control system is an independent follow-up control system with non-follow-up back-up control system for one azimuth thruster. This means that each thruster has an independent control system.

The operator can choose from different operational modes the one most suited to the operation suitable ones for the operation. Additionally the system software application will be designed to fulfill any specific needs.

The Aquapilot ND operation panels

There is led indication on symbols (with different colors for status of function).

Push buttons are equipped with descriptive texts for its function. Push buttons come in 4,6,8 and 10 button versions, with panels in either in one or two rows.Push buttons are on/off type and connected to control system through CanOpen.

FEATURES:

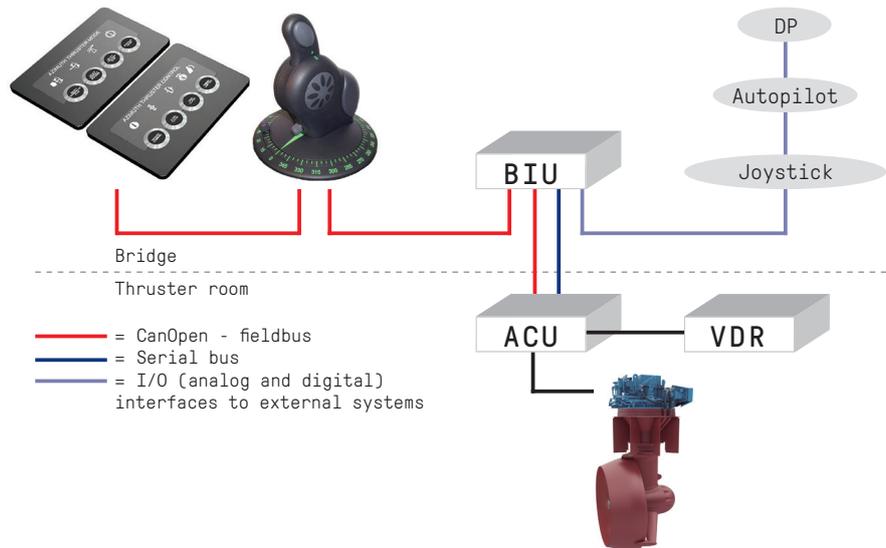- Ergonomic, user-friendly design
- Customizable design

Aquapilot ND control system

Aquapilot ND control system
applications

The Aquapilot ND operation panels

Bridge
Thruster room

= CanOpen - fieldbus
= Serial bus
= I/O (analog and digital)
interfaces to external systems

AQUAPILOT ND CONTROL SYSTEM SPECIFICATIONS

Supported interface signals	• Digital I/O
	• Analog I/O (±10VDC, 0-10VDC, 4-20mA)
	• Serial Data
Power suply	• Main supply 24VDC
	• Optional supplies: 110 – 440 VAC, 1 or 3 phase
	• Optional supplies: Backup supply 24VDC Power consumption typical 100-200W
Interfaces	• Ship automation systems
	• Dynamic Positioning- systems
	• Voyager
	• Prime mover
	• Autopilot
	• Joystick
System functions	• Direction (and pitch) control, accurate, smooth and reliable thrust direction control
	• Prime mover speed control
	• Combination control, optimasing thruster control in different operation situations
	• Pitch reduction
	• Load control, for protecting propulsion machinery from overload
	• Clutch control (ON/OFF controller slipping, multi clutch)
	• Power Take-Off clutch control
	• Thruster lifting/ lowering control
	• Non Follow-Up direction control
	• Non Follow-Up pitch control
	• Option reduntant Follow-Up bridge controls