For both the PT900 and PT500 Series:
In addition to the independent follow-up circuit, the control system of the automatic and hand steering units are independent of each other.

The PT900 Series Autopilot fully conforms to the technical requirements of the IMO MSC64(67) Annex3, Heading control system performance standards, and improves the economic efficiency, safety, usability and extensibility.

This Autopilot can be adapted from small vessels to large vessels. It is available in two models:
- PT900A (ADAPTIVE)
- PT900D (PID)

Certificate number of type approval - MED: MED-B9674
Features:
- Economic efficiency - Realize the economic efficiency by Batch Noise Adaptive Autopilot Control (BNAAC) and the course control function (Option).
- Visibility and usability - Upgraded visibility and usability by 7 inch color LCD and touch panel. This interface will make operation instinctive.

The PT500 Series Autopilot conforms to the technical requirements for the performance standard determined by IMO resolution A342 and meet type approval issued by Class NK (Approval No. KF96EQ-001)

It is available in two models:
- PT500A – (Adaptive) and
- PT500D – (Digital) Autopilot, which differ in the respect of the method of auto steering.

Select a suitable model and configure the optimum system for the type of vessel concerned.
- The Steering Stand design is suitable for standing or sitting positions based on the ergonomic principles of height (1124mm).
- All components within the stand can be incorporated into a panel and cockpit bridge console due to their compact design which is about 80% smaller compared to our previous models.

The PT900A and PT500A have three course control modes while in automatic steering:
- PD Control
- Constant Rate Control
- Constant Radius Control

Various optional units include:
- NFU Lever (MP8391)
- DIAL Steering Unit (MP8394)
- Portable Remote Unit (PT154)
- Steering Indicator (MPH590)
- Steering Angle Selector (MPH792)
- Take-Over Unit (MPH793)
- FU OVRD Operation Unit (MPH794)
- NFU OVRD Operation Unit (MPH795)

- Easy scalability - Each unit which is functionally separated is constructing CAN-bus network. Thus, the system can be easily scalable by CAN-bus network.
- There are 3 circuits for heading input (IEC61162-1/2) and interface port for other navigation equipment (INS, AMS, BNWAS, etc.).

Various optional units include:
- Upright type PID Control Unit (PB345)
- NFU Steering Unit (PH727)
- Dial Steering Unit (PT161)
- Portable Remote Unit (PT154)
- Override Unit (PH725)
- Digital Remote Controller (PT162)

- A course setting dial (25 °/r) has been incorporated along with its associated set course indicator utilizing high intensity red LED Displays.
- In addition, we have provided two heading input circuits, allowing a secondary heading signal from an external magnetic compass or DGPS. This provides a backup to the heading signal generated by the Gyrocompass.
- The PT500 can also track and route information feed from either a DGPS, INS or ECDIS System

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