



Simrad AP70 and AP80 Autopilot systems



SIMRAD

DEPENDABLE: RELIABLE PRODUCTS
MATCHED WITH A RELIABLE SERVICE
ORGANISATION.

ADAPTABLE: SOLUTIONS THAT ARE
EQUALLY AT HOME ON WORKBOATS IN
THE SOUTH CHINA SEA AND SUPERYACHTS
IN THE MEDITERRANEAN.

SMART: PROVEN TECHNOLOGY. MORE
EFFICIENT OPERATIONS. LESS DOWNTIME.

OUR HERITAGE: OVER 60 YEARS.



*With over 60 years at the forefront of product
innovation Simrad Yachting is one of the world's most
recognised brands in the field of marine electronics.*

"OUR BOTTOM LINE:
MUCH BETTER."



Professional Series

A Simrad product series by Navico

Professional Service and Support

► GLOBAL SERVICE NETWORK

Global professional service for Simrad AP70 and AP80 systems are provided by a network of qualified Master Distributors and Certified Partners.

Dedicated support engineers are located in key ports in over 50 countries worldwide ready to provide spare parts and OnBoard service to ensure prompt and efficient service.

Additionally, Navico's own technical support team operates from three regional locations (EMEA, Americas and Asia Pacific) providing coordination and technical support for customers no matter where they are.



Go to **PRO.SIMRAD-YACHTING.COM** to find your nearest service agent.

“DEPENDABLE SUPPORT
THE WHOLE WAY.”



Simrad Autosteering - 60 years in the making

OUR HERITAGE

The Simrad AP70 and AP80 represent over 60 years of experience and development in the autosteering business. Simrad's heritage extends back to the world's first autopilot for fishing vessels in 1951 (the AP1) and we now bring you the latest generation in professional heading control systems that are guaranteed to provide you with the highest standards of reliability and functionality.

SMART OPERATIONS

The AP70 and AP80 are cost effective, reliable and user-friendly heading control systems for all vessel types. Built with the latest electronics, software and networking capabilities, these pilots are easy to install and easy to operate ensuring your vessel operations are smarter and more competitive.



BUILD YOUR SYSTEM

Integrating your Simrad Autopilot with a wider range of steering systems is now possible. Select one of five autopilot computers and one of three special purpose interface boxes to integrate with solenoids, pumps, analogue and proportional steering systems. The AP70 and AP80 will steer water jets, rudders, pods, stern drives, azimuth thruster and tunnel thrusters providing flexibility across your fleet of vessels all with the same user interface, making it easy for crew to move between vessels.

DEPENDABLE SERVICE

Both the AP70 and AP80 systems come with a 2-year product warranty as standard and are backed up with a global network of certified support partners.

Control your costs and make your day-to-day operations more reliable with outstanding performance guaranteed.



Autopilot Solutions

MODULAR AND FLEXIBLE SOLUTIONS

With complete flexibility in mind, the Simrad AP70 and AP80 solutions are modular in design so that a system can be built to suit the individual vessel characteristics. Simple installation, flexible networking and effortless operation are core qualities providing an essential platform for your vessel's heading control system.

PILOTS THAT WORK AS HARD AS YOU DO

The now famous Work mode on previous generations of Simrad Autopilots has been extended on AP70 and AP80 with multiple Work modes. Additionally multiple Nav and Auto modes are provided enabling simple performance selection depending on your current task at sea.

ANTI-PIRACY

Piracy is becoming a global maritime concern and tactics to prevent boarding are evolving. Constant course changes make boarding from a small vessel more difficult and our S-Turn pattern can now be configured as a manoeuvre to hinder pirate attacks. With the S-Turn enabled, a constant course change is enabled while maintaining the ultimate route. The crew can then concentrate on other anti-boarding tactics or retreat to the vessel's citadel.

ECONOMY MODE

Keeping your fleet's costs under control is essential for today's business. Selecting economy mode provides good course keeping with minimal rudder corrections.

SUGGESTED SYSTEMS

Design a system that suits your vessel with a choice of control heads, remotes and below-deck components. Meet type approval requirements with IMO approved systems or select a package of non-approved components for a cost effective yet professional system. Add key navigation systems such as Simrad NSE, Simrad Broadband Radar, Simrad ARGUS or Simrad ECDIS to complete the package.

Review the selected systems on the following pages as examples for the following vessel types::

▶ Short Sea



▶ Patrol / SAR / Military



▶ Super Yacht



▶ Work Boat / OSV



▶ Passenger / HSC

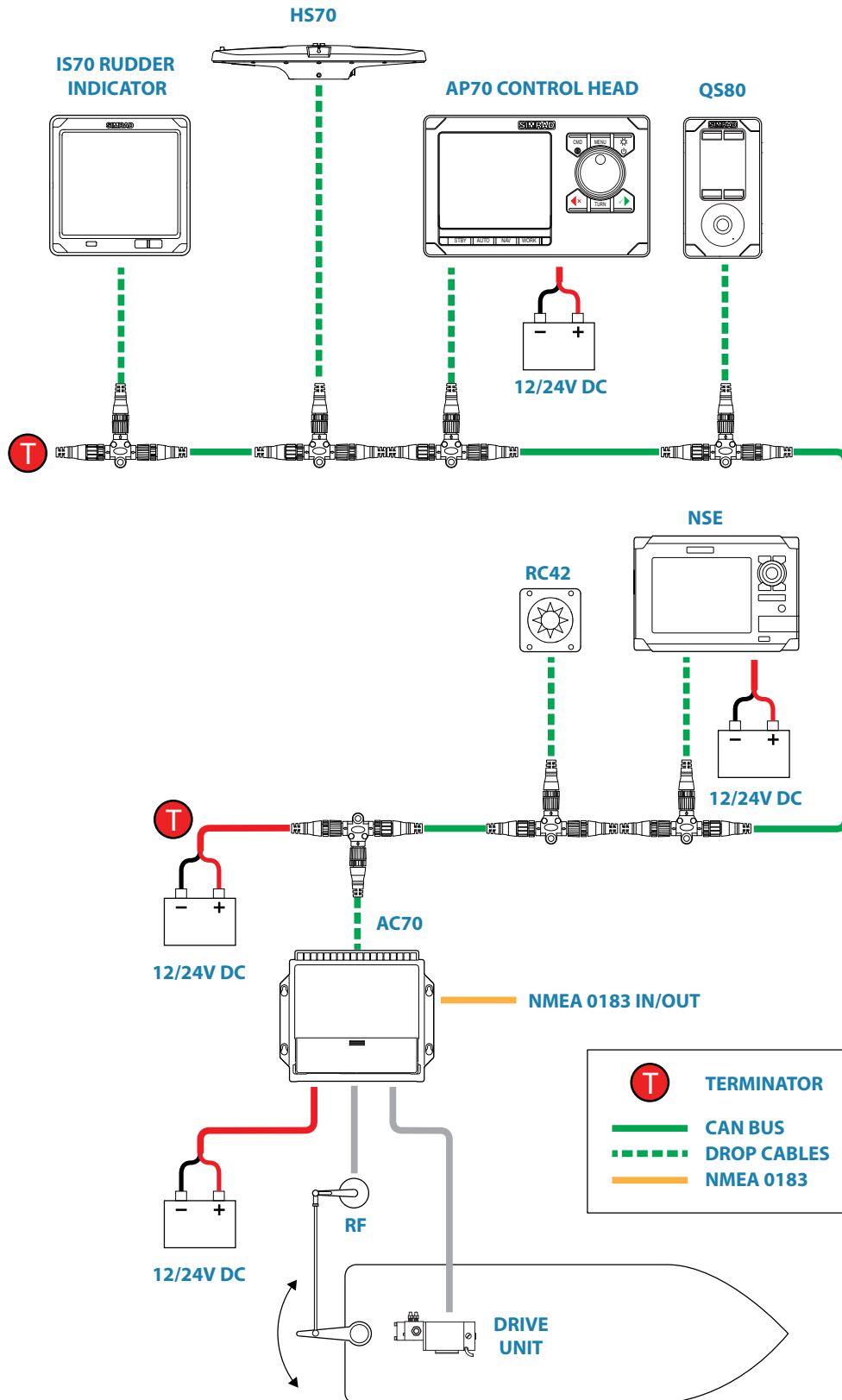


▶ Fishing vessel

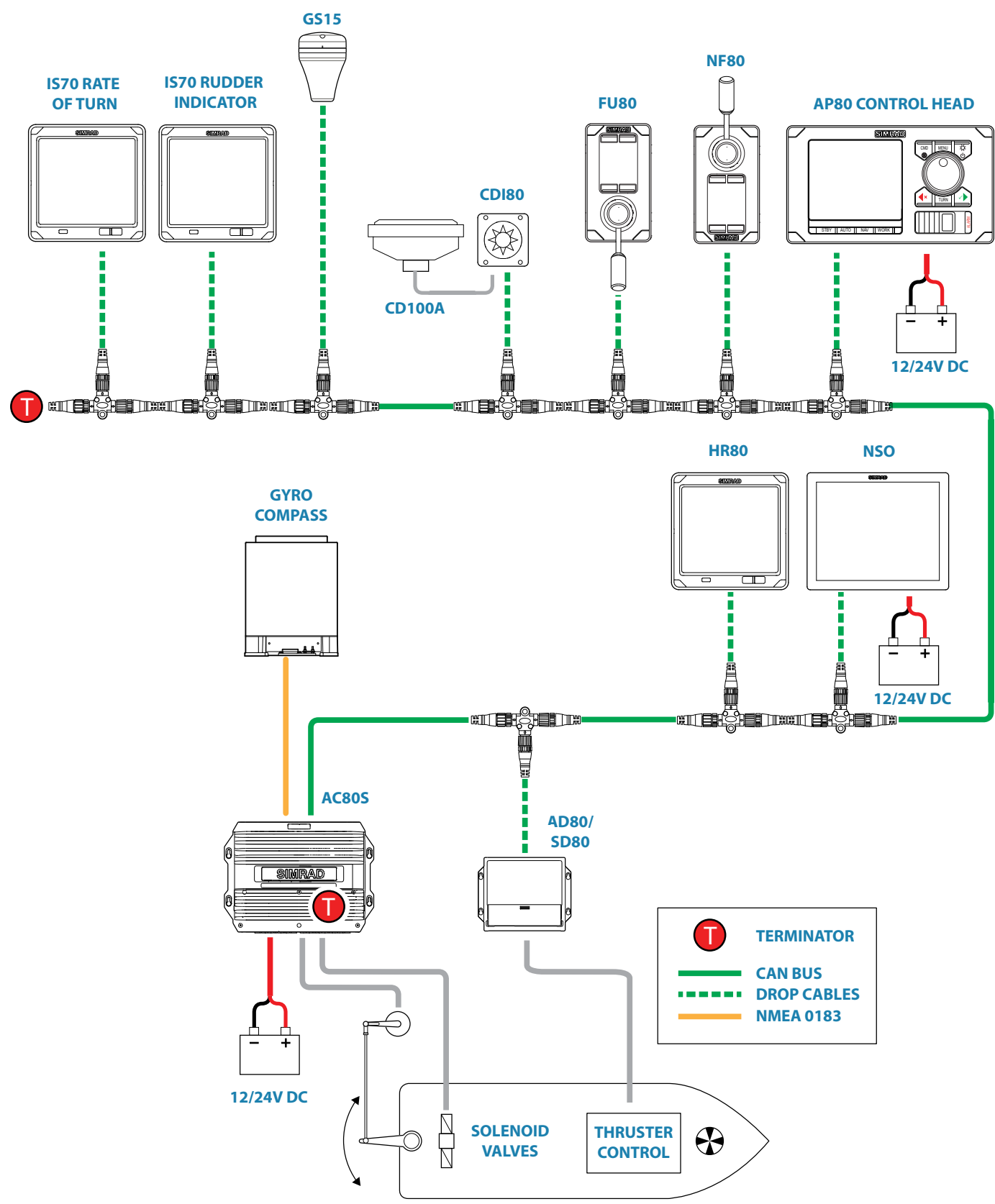


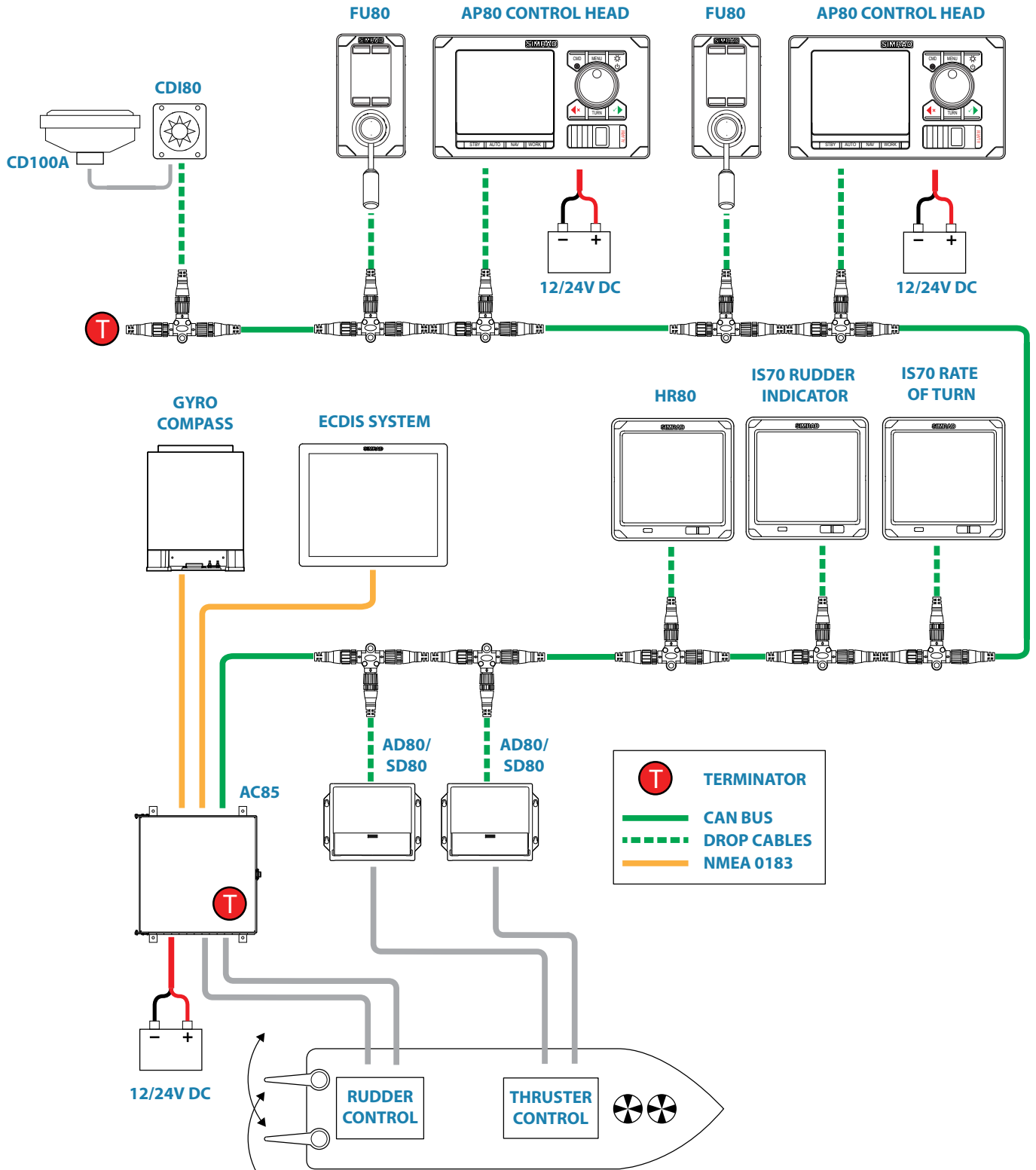
Suggested Systems

AP70, TYPICAL SYSTEM EXAMPLE - FISHING VESSEL



AP80, TYPICAL SYSTEM EXAMPLE - SUPER YACHT





AP70 Product overview

MATCH YOUR REQUIREMENTS

The Simrad AP70 is ideal for both simple installations where IMO approval is not required but also can be configured (by matching with an approved computer) to meet the requirements for a Type Approved autopilot. Install as a stand-alone display or network as a second or third station for ultimate vessel control.

SMART CONSTRUCTION

The AP70's stunning waterproof design, daylight viewable display, colour user interface, intuitive on-screen graphics and option of flush or bracket mount, enable easy operation regardless of the installation requirements. Additionally, dedicated mode, command and turn keys and rotary knob provide quick and unmistakable selection of the required function when the situation calls for immediate response.

MEETING INDUSTRY TYPE APPROVALS

The AP70 and AP80 have been put through stringent test protocols and meet International Maritime Organisation (IMO) approval standards. The majority of the system building components also meets these approvals, so a full IMO certified autopilot system can be built.

FLEXIBLE INTEGRATION

Integration with other external on-board systems including interface to central alarm units is achieved by multiple IEC 61162-1, 2 and 3 channels.

SIMPLE NETWORKING

The AP70 and AP80 utilise our intelligent SimNet protocol, making installation, data sharing and system control easier and more flexible than ever.



Part Number	Description	Approvals
000-10182-001	AP70 Control Unit	
AP70 Packs		
000-10577-001	AP70 Pack (AP70, AC70, RF300, without heading sensor)	
000 10578 001	AP70 Thruster Pack (AP70, AC70, RF300, RC42, SD80)	
000-10579-001	AP70 IMO Pack Analog (AP70, AC80A, without heading sensor)	Wheelmark approved, HCS, HSC
000-10580-001	AP70 IMO Pack Solenoid (AP70, AC80S, RF45X, without heading sensor)	Wheelmark approved, HCS, HSC
To build your own AP70+ IMO Autopilot Pack. Get the following AP70+ IMO start kit ...		
000-10581-001	AP70+ IMO Start KIT (AP70, AC85)	Wheelmark approved, HCS, HSC
... And then choose one of the two following options...		
000-10582-001	Dual Analog pack (two AD80 PCB).	Wheelmark approved, HCS, HSC
000-10583-001	Dual Solenoid pack (two SD80 PCB, one RF45X).	Wheelmark approved, HCS, HSC
You can also add one of the following two options to build a redundant system for safety purposes		
000-10584-001	NAUT-AW back up pack (SI80, sw).	
000-10585-001	NAUT-AW safety option.	

AP80 Product overview

TOTAL CONTROL

The Simrad AP80 raises the bar yet again for autopilot systems. The IMO compliant, adaptive heading control system provides complete heading and course control for your entire fleet of vessels.

DESIGNED FOR PROFESSIONALS

With six individual Work profiles, Can Bus networking and triple support of independent rudders and multiple thrusters, the Simrad AP80 is a flexible and dependable solution that is the definition of added value to your operations.

ADAPTABLE

The AP80 is one of the smartest autopilot solutions on the market today. Its adaptive software will adjust to wind and wave conditions to help lower operating costs and reduce risk as sea and working conditions change.

SAVE YOUR SETTINGS

The AP80 is built from ruggedized aluminium and, in addition to the dedicated mode, command and turn keys and rotary knob, a USB port is provided to enable storing and uploading of the autopilot settings. Individual master preferences or fleet settings can be easily saved and restored providing a smart way to ensure consistent operation.



Part Number	Description	Approvals
000-10181-001	AP80 Control Unit	

AP70 AND AP80 COMPARISON TABLE

	Work Profiles	Drive support	Turn Patterns	Adaptive	Pendulum Ferry Function	Thruster Control	Approvals*	Network	Cabling	Dimensions	USB port	Dedicated Alarm Reset	LCD Display	Installation
AP70	6	2+1	yes	yes	yes	yes	HSC, MED, CCS, USCG	CANBUS / SimNet	Micro C	144 x 230 mm	no	no	bonded colour 5"	Bracket or Flush
AP80	6	3+3	yes	yes	yes	yes	HSC, MED, CCS, USCG	CANBUS / SimNet	Micro C	144 x 252 mm	yes	yes	bonded colour 5"	Bracket or Flush

*Approvals Pending

Intuitive colour User Interface for simple operation



Follow-up mode with rudder setting, course and other nav data clearly displayed.



Non Follow-up mode.



Steering parameters are clearly viewed and easily adjusted.



AP80 in Nav mode.



AP80 when starting Nav mode.



A selection of turn patterns (including S-turn, C-turn, U-turn) are offered.



Work mode profile set-up.



Save up to six Work Profiles.



Choose from an expanded list of European and Asian languages.

Remote Controls

Enhance your heading control system with a choice of three full function remote controls. Each has a bonded 35mm x 25mm (1") display, are type approved, and can be desktop or panel (flush) mounted. Fully waterproof (IPx6 & IPx7), these remotes can be

installed in the best location for efficient operations. All remotes are easily networked so installation is quick and simple with multiple remotes possible on one installation.

FU80

FOLLOW-UP REMOTE UNIT - The FU80 is a Follow Up remote which means that the rudder, when hand steering, moves to the commanded angle set by turning the lever to port or starboard.

NF80

NON FOLLOW-UP REMOTE UNIT- The NF80 is a Non Follow Up remote which means that the rudder, when hand steering, moves as long as the steering lever is kept at maximum port/starboard position. It can also be used for course change when autosteering. The lever has spring return to mid-position.

QS80

QUICKSTICK™ REMOTE UNIT - The QS80 (Quick Stick controller) operates the same way as NF80 when the joystick is kept to port or starboard. When the joystick is moved forward and released, the autopilot goes into automatic mode. When the joystick is moved backwards when automatic steering is active, the autopilot goes to standby. If the joystick is moved backwards when in standby, the rudder moves to mid-position. The joystick has spring return to center position.

Note: FU80, NF80 and QS80 are also compatible with the Simrad AP24 and AP28 and can compliment a Simrad NSS, NSE or NSO system with autopilot integration.

Thruster is not supported when used with other systems than AP70 and AP80.



▶ FU80



▶ NF80



▶ QS80

Part Number	Description	Approvals
000-10183-001	FU80 Follow Up Remote Unit with 6m cable	Wheelmark approved for systems including AC80A, AC80S or AC85
000-10184-001	QS80 Quickstick Remote Unit with 6m cable	Wheelmark approved for systems including AC80A, AC80S or AC85
000-10185-001	NF80 Non Follow Up Remote Unit with 6m cable	Wheelmark approved for systems including AC80A, AC80S or AC85
22022446	R3000X Hand-held Remote Control with 7m cable	Wheelmark approved for systems including AC80A, AC80S or AC85
23601800	S9 Steering Lever (NFU)	Wheelmark approved for systems including AC80A, AC80S or AC85
23241227	S35 Non Follow Up Steering Lever	Wheelmark approved for systems including AC80A, AC80S or AC85
22088165	J510 Steering lever (NFU)	Wheelmark approved for systems including AC80A, AC80S or AC85
20106699	CD100A	Course detector with 5m cable

Computers and Interface Units

AUTOPILOT COMPUTERS AND INTERFACE UNITS

A comprehensive range of computers and interface units are offered with the Simrad AP70 and AP80 autopilots providing a complete solution for every steering system.

As well as our typical computer and interface units that will suit most standard installations, we offer the customizable AC85 computer that can be configured with up to four PCB's depending on the installation requirements.

COMPUTERS

AC70

Drive computer for rudder using reversible motor or non-isolated solenoids and frequency rudder angle feedback. Connection for NFU remote control and one channel IEC 61162-1 (NMEA 0183) RX/TX or IEC 61162-1,2 and 3 compatible.



▶ AC70

AC80A

Drive computer for analog or proportional control of rudder or thruster using analog voltage or low level current with possibility for frequency, voltage or current angle feedback, digital drive handshake and external mode input. Built in CAN-bus supply and 4 channel IEC 61162-1 (NMEA 0183) RX/TX.



▶ AC80A

AC80S

Drive computer for on/off or proportional control of rudder or thruster using galvanic isolated solenoids or high level current with possibility for frequency, voltage or current angle feedback, digital drive handshake and external mode input. Built in CAN-bus supply and 4 channel IEC 61162-1 (NMEA 0183) RX/TX.



▶ AC80S

AC85

Drive computer cabinet with CAN-bus supply and 4 channel IEC 61162-1 (NMEA 0183) RX/TX (not mounted). Prepared for additional mounting of up to three drive boards with same functionality as SD80, AD80 or AC70.



▶ AC85

INTERFACE UNITS

SD80

Drive interface for on/off or proportional control of rudder or thruster using galvanic isolated solenoids or high level current with possibility for frequency, voltage or current angle feedback, digital drive handshake and external mode input.



▶ SD80

AD80

Drive interface for analog or proportional control of rudder or thruster using analog voltage or low level current with possibility for frequency, voltage or current angle feedback, digital drive handshake and external mode input.



▶ AD80

SI80

The SI80 is a 24V/12V signal interface module that provides up to four IEC 61162-1 (NMEA 0183) input and output channels and SimNet power supply.



▶ SI80

CDI80

Course Detection Interface for magnetic compass including 6m drop cable and mounting accessories. To interface with CD100A.



▶ CDI80

Part Number	Description	Approvals
000-10186-001	AC70 Autopilot Computer	
000-10187-001	AC80A Autopilot Computer with analog drive	Wheelmark approved
000-10188-001	AC80S Autopilot Computer with solenoid drive	Wheelmark approved
000-10189-001	AC85 Autopilot Computer	Wheelmark approved
000-10191-001	AD80 Analog Drive Interface	Wheelmark approved for systems including AC80A, AC80S or AC85
000-10192-001	SD80 Solenoid Drive Interface	Wheelmark approved for systems including AC80A, AC80S or AC85
000-10425-001	SI80 Signal Interface	Wheelmark approved for systems including AC80A, AC80S or AC85
000-10193-001	CDI80 Course Detector Interface	
000-10595-001	AC70 PCB assembly; option for Voith Schneider propeller	
000-10586-001	AD80 PCB assembly	
000-10587-001	SD80 PCB assembly	
000-10588-001	SI80 PCB assembly	
20106688	CD100A Course Detector with 5m cable	

Rudder Feedback Units

The rudder feedback unit transmits a signal proportional to the rudder angle. It is mounted close to the rudder stock and is mechanically connected to the rudder by a transmission link in a 1:1 ratio.

RF14XU RUDDER FEEDBACK UNIT

The RF14XU Rudder Feedback Unit consists of a glass reinforced non-flammable polyester housing with a mounting plate of sea-water resistant aluminium. It contains a potentiometer, limit switches and an electronic drive module.

Output is either a voltage varying ± 9 volts around half the supply voltage, or a frequency signal with 3400 Hz for use with a Simrad autopilot. The shaft of the Feedback Unit is free to travel 360 degrees, but only ± 90 degrees from midposition are used for signal control. RF14XU is equipped with two sets of micro switches, which can be used as electrical limit switches for the steering gear.



▶ RF14XU

RF45X RUDDER FEEDBACK UNIT

The RF45X is a medium duty rudder feedback unit. It is a repairable rather than a potted "throw away" item.



▶ RF45X

RF300 RUDDER FEEDBACK

The RF300 is a medium duty rudder feedback unit which connects directly to the Autopilot Pilot Computer using 2 wire frequency interface.

RF25 RUDDER FEEDBACK

The RF25 is a medium duty rudder feedback unit with a SimNet interface. The RF25 will attach directly to SimNet systems for straight forward installation.



▶ RF300 Rudder Feedback

Part Number	Description
22506950	RF14XU Heavy Duty Feedback Unit: Long life feedback unit with transmission linkage. Separate output for rudder angle indicators. Double set of limit switches. Requires 24VDC supply voltage.
22011415	RF45X Rugged Rudder Feedback Unit: with transmission link and 2m Cable.
20193744	RF300 Rudder Feedback Unit: with transmission link and 10m Cable.
22014286	RF25 Rudder Feedback Unit: with 5m SimNet Cable.

RPU80, RPU160 AND RPU300 REVERSIBLE PUMP

Hydraulic steering systems are now being used in every category of vessel. In many respects hydraulic steering is preferable to mechanical steering. Hydraulic systems normally comprise of two main components, a steering wheel pump and steering cylinder(s). The steering wheel pump may be either a gear pump or a plunger pump. Which ever type is installed, steering is achieved by turning the steering wheel in either direction causing oil from the wheel pump to be supplied to the appropriate side of the cylinder. Oil is returned via the opposite side of the cylinder back to the pump.

The linear motion of the cylinder rod is transformed to a rotary motion by the tiller, which turns the rudder shaft and rudder. Check valves (non-return valves) are usually incorporated to prevent the rudder driving the steering wheel pump. If an autopilot is to be included in such a hydraulic steering system, then the oil flow providing the rudder movement must be controlled by electrical signals from the autopilot. The maximum flow rate of RPU80, RPU160 and RPU300 is 0,8 l/min., 1,6 l/min. and 3,0 l/min. respectively, measured at a pressure of 10 bar with nominal voltage (12 VDC) on the motor terminals.



▶ RPU80



▶ RPU160



▶ RPU300

Part Number	Description
21116165	RPU80: Reversible Pump. For cylinder displacement of 80-250 cm ³
21116181	RPU80 US: Reversible Pump. For cylinder displacement of 4.9 to 12 cui. (US)
21118203	RPU160: Reversible Pump. For cylinder displacement of 160-550 cm ³
21118237	RPU160 US: Reversible Pump. For cylinder displacement of 9.8 to 24 cui.
21118211	RPU300-12 V: Reversible Pump. For cylinder displacement of 290 - 960 cm ³ (requires J300X-40)
21118245	RPU300 US-12 V: Reversible Pump. For cylinder displacement of 23 to 36 cui.(requires J300X-40)
21118476	RPU300-24 V DC: Reversible Pump. For cylinder displacement of 290 – 960 cm ³
21118468	RPU300 US-24 V DC: Reversible Pump. For cylinder displacement of 23 to 36

Heading Sensors

Gyrocompasses

The Simrad Gyro Compasses are the most reliable Gyro Compasses on the market and with no liquids to change every other year like most other gyro compasses, they are virtually maintenance free. A wide range of control units provide complete flexibility of system configuration for new installation and easy retrofit into existing repeater systems. The standard range of interfaces can easily be expanded to provide signals for all vessel applications. The distribution of power and heading signals from the control units enables practical installation and easy retrofit. The unique technology in the GC85 and GC80 gyrocompasses eliminates "practically" the need for annual service. The GC85 and GC80 are fully IMO approved for standard and High Speed Craft (GC85) and can be configured in a dual gyrocompass system. The highest possible accuracy and stability is provided from new technology, by a sophisticated and fully sealed sensitive element.

The Simrad GC85 and GC80 gyrocompasses are the ideal solutions for the advanced DP system needed in offshore industry. Shipowners as well as DP system providers all over the world have learned that the Simrad GC series gyrocompass offers the most flexible gyro compass solution on the market. A combination of a Dual and an Expanded system, consisting of three gyro compasses will offer a DP vessel all the heading and control information needed for effective operations under the most harsh conditions. The simple and quick installation and set-up process, as well as the fact that no annual service is required, makes a Simrad gyro system the best solution for any 24/7 operator. The world wide service and warranty network ensures extra support whenever needed.

RGC50 COMPACT GYROCOMPASS

The small, compact "all in one" RGC50 Gyrocompass is designed for smaller vessels and non-IMO applications.

The RGC50 is a compact gyrocompass, designed to enhance the navigation capabilities on small commercial and fishing vessels, and large pleasure yachts. A gyrocompass eliminates the inconvenience and limitations of magnetic compasses, and provides a variety of electrical outputs to supply accurate and consistent heading information to other navigation equipment. The capabilities and precision of the RGC50 will provide exceptional heading information to the navigation equipment installed on your vessel.



▶ GC80, GC85 and RGC50 Gyrocompasses

The simple and quick installation and set-up process as well as the fact that no annual service is required makes a Simrad gyro system the best solution for any 24/7 operator.

▶ CONTROL UNITS



▶ Compact ▶ Expanded ▶ Dual



▶ RGC50 Compact Gyrocompass

GPS Compasses

MX575B DGPS COMPASS

The MX575B D/GPS compass is designed to provide the Simrad Professional Autopilots, with reliable heading, ROT (Rate of Turn) and position information. The MX575B delivers a heading accuracy of better than 0.5° at update rates of up to 10 Hz. It also provides sub-meter DGPS positioning accuracy at rates of up to 5 Hz when using RTCM correction data supplied from internal beacon demodulator.

The combination of inclinometer and magnetic sensing devices aid the rate at which a heading solution is computed on startup and also speeds up reacquisition. A rate gyro provides a secondary source of heading data in times when the GPS heading is not available due to temporary obstructions.



▶ MX575B DGPS Compass

HS70 GPS COMPASS

The Simrad HS70 brings a series of new features to a traditional heading sensor including rate of turn, heave, pitch and roll output (pitch and roll only on NMEA2000). The HS70 uses SBAS (WAAS, EGNOS, MSAS, etc.) for differential GPS positioning providing a low cost, yet highly effective heading and position based smart antenna. The rugged and low profile enclosure provides two multipath-resistant antennas for accuracy, portability and simple installation. The maintenance free smart antenna, measuring only 40cm/16", mounts easily to a flat surface or pole.



▶ HS70 GPS Compass

Rate and Fluxgate Compasses

RC42

The RC42 is a rate compass with an integrated rate of turn sensor. It provides a significant improvement to the dynamic performance of both the autopilot and a stabilized radar display.



▶ RC42

Part Number	Description
27101617	GC80 Compact Gyro system
GC80 Exp Sys	GC80 Expanded Gyro System
GC80 Dual Sys	GC80 Dual Gyro System with changeover switch
GC85 Comp Sys	GC85 Compact Gyro System
GC85 Exp Sys	GC85 Expanded Gyro System
000-10124-001	RGC50 Pack (RGC50, GI51)
000-10280-001	MX575B DGPS Compass with 15m Cable
000-10453-001	HS70 GPS Compass
000-10640-001	HS70 Power/NMEA0183 with 15m Cable
22090195	RC42 Rate Compass w/5M SimNet Cable

Instruments

Rudder Angle Indicators



► IS80 Rudder Angle

IS80 AND IS70 RUDDER ANGLE INDICATORS

IS80 and IS70 Rudder Angle indicators provide a smooth, continuous reading of the rudder angle. 45 and 90 degree scale options are available.

IS70/80 Rudder Angle indicators have a +/- 10V input or are interfaced via the SimNet network which is signal compatible with IEC61162-3 (NMEA2000 compliant).



► IS70 Rudder Angle

Heading Repeaters

A full range of analog and digital repeaters are available for all vessel applications. Analog, digital and bearing repeaters can be used with all Simrad gyrocompasses. All repeaters are water resistant for external use.



► HR80 Heading Repeater

Rate of Turn Indicators

IS80 RATE OF TURN

A large format analogue display showing the rate of turn of the vessel to either port or starboard in degrees per minute, displayed in clear white numbers on a black background.

Can be used connected to GC80/GC85 on +/- 10V and together with HS70 on the CAN bus (IEC61162-3).



► IS80 Rate of Turn

Part Number	Description
27107606	IS80 Rudder indicator RI80-45 (+/-45 deg. scale)
27107614	IS80 Rudder Indicator RI80-90 (+/-90 deg. scale)
27107630	IS70 Rudder indicator RI70-45 (+/-45 deg. scale)
27107648	IS70 Rudder indicator RI70-90 (+/-90 deg. scale)
27107754	IS80 Outdoor mounting kit
000-10125-001	Rudder Indicator Pack (RI70-45, RF25)
22060966	Panorama U45 Rudder Indicator. Panorama Mk2 (45°-0-45°). 3-way indicator. For overhead mounting. Adjustable dial light. 24 V. "U" version for voltage input. Works with RF14XU only

Part Number	Description
27107523	HR80 Heading repeater. NMEA2000/SimNet compatible. NMEA 0183 input. Panel mount.
27101740	AR83 Dual scale bearing repeater NMEA. To be mounted in BB Holder, MB Holder, or BH Stand. IMO A424.
27101732	AR81 Single scale bearing repeater NMEA. To be mounted in BB Holder, MB Holder, or BH Stand. IMO A424.
27103324	AR80 Analog steering repeater with dual 168mm dial, step motor drive with buffer electronics, NMEA 0183 input. Panel mount. Complies with IMO A424 (x).
27103340	AR78 Analog steering repeater with 120mm dial, NMEA 0183 input. Panel mount. Complies with IMO A424(x).
27103365	DR76 Digital repeater with 4-digit LCD display and LED turn indicator, NMEA 0183 input. Panel mount.

Part Number	Description
27107549	IS80 ROT Indicator RT81-30 (+/- 30 deg. scale)
27107556	IS80 ROT Indicator RT81-120 (+/- 120 deg. scale)
27107564	IS80 ROT Indicator RT81-300 (+/- 300 deg. scale)
27107572	ROT indicator RT70-30. Rate of turn indicator with 30-degree scale
27107580	ROT indicator RT70-120. Rate of turn indicator with 120-degree scale
27107598	ROT indicator RT70-300. Rate of turn indicator with 300-degree scale

Technical Specifications

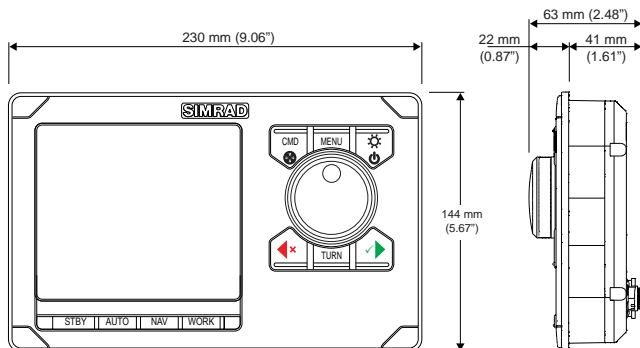
► AP70 AND AP80 CONTROL UNITS

	AP70	AP80
FUNCTIONS		
Heading control	x	x
Course steering (NoDrift)	x	x
Waypoint-waypoint steering (Nav)	x	x
Non Follow Up steering (NFU)	x	x
Follow Up steering (FU)	x	x
Adjustable light (10 levels)	x	x
Day and night mode lightning	x	x
Power on/off	x	x
Built in separate source power failure alarm	x	x
Analog and digital steering repeater view	x	x
Analog and digital rudder angle view	x	x
Course Over Ground (COG and Speed Over Ground (SOG) readout	x	x
Immediate turn setting with rotary knob	x	x
Rate/radius turn	x	x
Turn preset	x	x
Turn adjust when turning	x	x
Heading/course catch	x	x
Resume to previous heading/course	x	x
Nav/Track offset and offset preset	x	x
Direct command transfer (open/unlocked system)	x	x
Master installation		x
Command transfer locking	x	x
Thruster on/off with direct access key	x	x
U-turn	x	x
Turn pattern (circle, spiral, S-ing, square, s, depth)	x	x
User definable work profiles	3	6
Adaptive steering (precision/economy)		x
Possibility for manual steering parameter setting	x	x
Sharp turn warning	x	x
Built in audible alarm	x	x

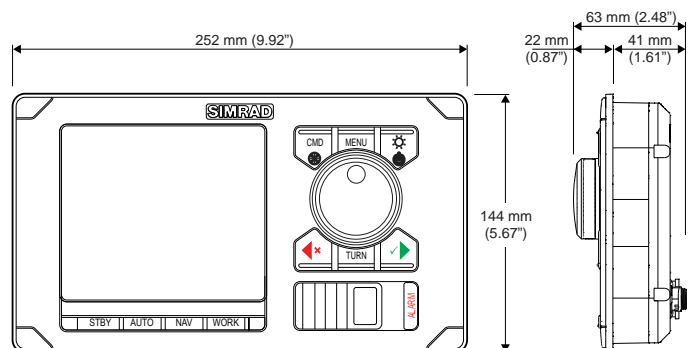
	AP70	AP80
Unit setting (nautical, metric, US)	x	x
Multiple languages	x	x
Pendulum ferry function		x
Configurable alarm or in command output line	x	x
Input for bridge / Station take command switch	x	x
DISPLAY		
Size	5 in\127mm	5 in\127mm
Resolution (HxW)	480x480	480x480
Type	16-bit color TFT	16-bit color TFT
Antifog	Bonded	Bonded
Best viewing direction	All directions	All directions
Backlight	CCFL	CCFL
NETWORKING		
CAN bus	x	x
USB		x
Ethernet	for sw update	for sw update
POWER		
Local supply	12/24 V DC +10-30%	12/24 V DC +10-30%
Consumption local supply	0.7/0.4A at 12V DC 0.4/0.3A at 24V DC backlight full/off	0.7/0.4A at 12V DC 0.4/0.3A at 24V DC backlight full/off
NMEA 2000 Load Equivalent number (50mA)	1	1
ENVIRONMENT		
Temperature, operation	0 to +55°C	0 to +55°C
Temperature, storage	-32 to +70°C	-32 to +70°C
Protection	IPx4	IPx6
MECHANICAL		
Weight	1.2 kg	1.4 kg
Dimension: Max size, mm (length x width x height ¹)	230x144 x (41+8+14)	252x144 x (41+8+14)
Mounting	Desk or optional bracket	Desk or optional bracket
Construction	Epoxy coated seawater resistant aluminium, plastic and so it becomes front and bezel	Epoxy coated seawater resistant aluminium, plastic and so it becomes front and bezel
Color	Black and grey	Black and grey
Cable inlet	1 Power/alarm, 1 Micro-C con.	1 Power/alarm, 1 Micro-C con.

¹Behind panel+ above panel+knobs

AP70 Control unit



AP80 Control unit

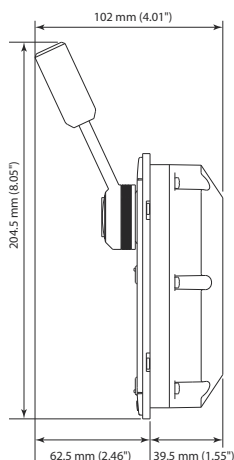


► REMOTES

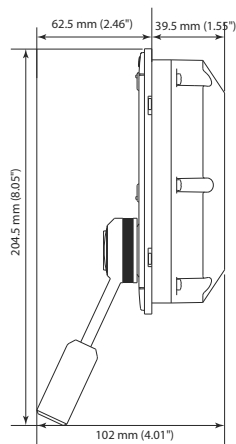
	NF80	FU80	QS80
FUNCTIONS			
Heading control	x	x	x
Course steering (NoDrift)			x
Waypoint-waypoint steering (Nav)			x
Non Follow Up steering (NFU)	x		x
Follow Up steering (FU)		x	
Adjustable light (10 levels)	x	x	x
Direct command transfer (open/unlocked system)	x	x	x
Thruster on/off with direct button	x	x	x
Built in audible alarm	x	x	x
Multiple languages	x	x	x
DISPLAY			
Size	35x25mm	35x25mm	35x25mm
Resolution (HxW)	128x64	128x64	128x64
Type	Black and white	Black and white	Black and white
Antifog	Bonded	Bonded	Bonded
Best viewing direction	12 o'clock	6 o'clock	6 o'clock
Backlight	LED red/white	LED red/white	LED red/white
NETWORKING			
CAN Bus	x	x	x
POWER			
NMEA 2000 Load Equivalent number (50mA)	2	2	2
ENVIRONMENT			
Temperature, operation	0 to +55°C	0 to +55°C	0 to +55°C
Temperature, storage	-32 to +70°C	-32 to +70°C	-32 to +70°C
Protection	IPx6	IPx6	IPx6
MECHANICAL			
Weight	0.5 Kg	0.5 Kg	0.4 Kg
Dimension: Max size, mm (length x width x height ¹)	80x144 x (41+8+53)	80x144x(41+8+53)	80x144x(41+8+41)
Mounting	Desk, armrest or optional bulkhead	Desk, armrest or optional bulkhead	Desk, armrest or optional bulkhead
Construction	Epoxy coated seawater resistant aluminium, plastic front bezel	Epoxy coated seawater resistant aluminium, plastic front bezel	Epoxy coated seawater resistant aluminium, plastic front bezel
Color	Black and grey	Black and grey	Black and grey
Weight	Premounted cable through gland for diam 2.5-6.5mm	Premounted cable through gland for diam 2.5-6.5mm	Premounted cable through gland for diam 2.5-6.5mm
CABLE			
	6m with Micro-C connector	6m with Micro-C connector	6m with Micro-C connector

¹Behind panel+ above panel+knobs

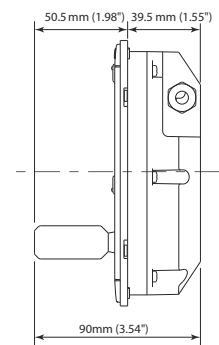
NF80



FU80



QS80



► COMPUTERS

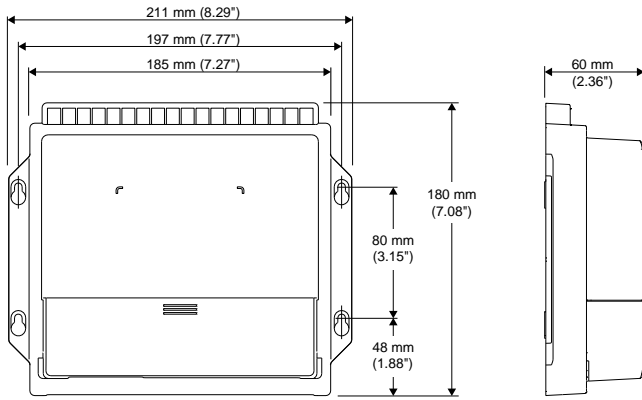
	SI80	AC70	AC80S	AC80A	SD80	AD80	AC85
FUNCTIONS							
Watch alarm interface			x	x			x
Configurable handshake interface			x	x	x	x	dependant on configuration
Pendulum ferry function			x	x			dependant on configuration
Pulse log (200p/NM)			x	x			dependant on configuration
Central alarm panel interf., direct I/O signal			x	x			dependant on configuration
Watch alarm output			x	x			dependant on configuration
Remote FU/DP select			x	x	x	x	dependant on configuration
System deselect interface		x	x	x	x	x	dependant on configuration
Autopilot computer redundancy			x	x	x	x	dependant on configuration
NETWORKING							
IEC 61162-1 input	4 ch	1 ch	4 ch	4 ch			Same as SI80 plus spec for optional SD80 and AD80 board when mounted
IEC 61162-1 output	4 ch	1 ch	4 ch	4 ch			
IEC 61162-1 speed	4.8 & 38.4 kbaud	4.8 & 38.4 kbaud	4.8 & 38.4 kbaud	4.8 & 38.4 kbaud			
IEC61162-3	x	x	x	x	x	x	
POWER							
Local supply	12/24 V DC +10-30%	12/24 V DC +10-30%	12/24 V DC +10-30%	12/24 V DC +10-30%			Same as SI80 plus spec for optional SD80 and AD80 board when mounted
Consumption local supply	tbd	tbd	tbd	tbd			
NMEA 2000 Load Equivalent number (50mA)	1	1	2	2	2	2	
INTERFACE							
Reversible motor control of rudder/thruster		Max continous load 30A, peak 50A for 1s					Same as SI80 plus spec for optional SD80 and AD80 board when mounted
On/off solenoid control of rudder/thruster		12/24V DC, common lo, load range 10mA to 10A, off curret <1mA	Externally supplied 12/24V DC, common hi or lo, load range 10mA to 10A, off current <1mA		Externally supplied 12/24V DC, common hi or lo, load range 10mA to 10A, off current <1mA		
Analog voltage control of rudder/thruster, internal supply				Range ±10V DC, max load 5mA		Range ±10V, max load 5mA	Same as SI80 plus spec for optional SD80 and AD80 board when mounted
Analog voltg control of rudder/thruster, external supply				Supply range: 5-24V DC Control range: 5-95% of supply range with zero ref at min or half ref. Voltage, max load 5mA*		Supply range: 5-24V DC Control range: 5-95% of supply range with zero ref at min or half ref. Voltage, max load 5mA*	
Analog current control of rudder/thruster				4-20mA		4-20mA	
Proportional directional control of rudder/thruster					Solenoid control for direction, Engage output for speed		Same as SI80 plus spec for optional SD80 and AD80 board when mounted
Engage output for bypass/clutch		12/24V DC, min 10mA, max 3A	Externally supplied 12/24V DC on/off or proportional, min load 10mA, max load 3A, superimposed dither 0-10% amplitude, off or 70-400Hz		Externally supplied 12/24V DC on/off or proportional, min load 10mA, max load 3A, superimposed dither 0-10% amplitude, off or 70-400Hz		Same as SI80 plus spec for optional SD80 and AD80 board when mounted

► COMPUTERS (CONT.)

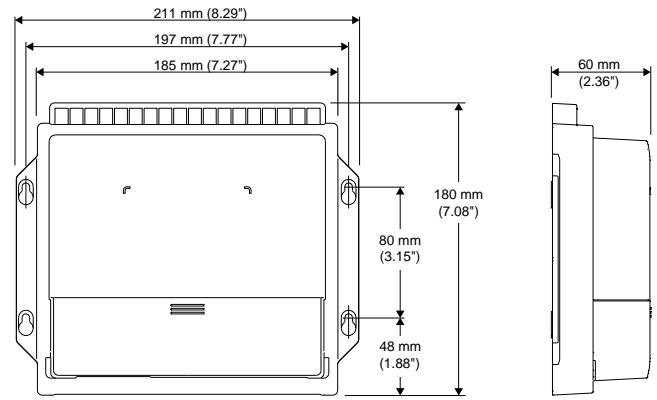
	SI80	AC70	AC80S	AC80A	SD80	AD80	AC85
Ready output for rudder/ thruster			Max load 100mA, 32V DC, sw and watchdog controlled, galvanic isolated (closed=ready), polarity independent	Max load 100mA, 32V DC, sw and watchdog controlled, galvanic isolated (closed=ready), polarity independent	Max load 100mA, 32V DC, sw and watchdog controlled, galvanic isolated (closed=ready), polarity independent	Max load 100mA, 32V DC, sw and watchdog controlled, galvanic isolated (closed=ready), polarity independent	Same as SI80 plus spec for optional SD80 and AD80 board when mounted
Rudder angle, frequency input		15V, 1.4 to 5kHz, resol. 20Hz/°	15V, 1.4 to 5kHz, resol. 20Hz/°	15V, 1.4 to 5kHz, resol. 20Hz/°	15V, 1.4 to 5kHz, resol. 20Hz/°	15V, 1.4 to 5kHz, resol. 20Hz/°	
Rudder angle or remote FU/ DP, voltage input			Ranges ±5V, ±10V, 0-5V, 0-15V	Ranges ±5V, ±10V, 0-5V, 0-15V	Ranges ±5V, ±10V, 0-5V, 0-15V	Ranges ±5V, ±10V, 0-5V, 0-15V	
Rudder angle or remote FU/DP, current input			4-20mA	4-20mA	4-20mA	4-20mA	
NFU port/stbd input and mode indicator output	External open/ close contact, common ret, contact current max 30mA	External open/ close contact, common ret, contact current max 30mA	External open/ close contact, common ret, contact current max 30mA	External open/close contact, common ret, contact current max 30mA			
Mode input		External open/ close or pulse contact for SYSTEM SELECT, common ret, close to activate, contact current max 30mA	External open/ close or pulse contact for SYSTEM SEL, STBY, AUTO, TRACK, common ret, close to activate, contact current max 30mA	External open/ close or pulse contact for SYSTEM SEL, STBY, AUTO, TRACK, common ret, close to activate, contact current max 30mA	External open/ close or pulse contact for SYSTEM SEL, STBY, AUTO, TRACK, common ret, close to activate, contact current max 30mA	External open/ close or pulse contact for SYSTEM SEL, STBY, AUTO, TRACK, common ret, close to activate, contact current max 30mA	
Programable handshake output, 2 ports			Internal open/ close polarity independent solid state contact, galvanic isolated, max load 100mA, 32V DC	Internal open/ close polarity independent solid state contact, galvanic isolated, max load 100mA, 32V DC	Internal open/ close polarity independent solid state contact, galvanic isolated, max load 100mA, 32V DC	Internal open/ close polarity independent solid state contact, galvanic isolated, max load 100mA, 32V DC	
Programable handshake input, 2 ports			External open/ close contact, contact current max 30mA	External open/close contact, contact current max 30mA	External open/close contact, contact current max 30mA	External open/close contact, contact current max 30mA	
External alarm output for buzzer/relay		Max 100mA, voltage level as local supply					
EVC (Electronic Vehicle Control) interface		CAN via SG05	CAN via SG05	CAN via SG05	CAN via SG05	CAN via SG05	
ENVIRONMENT							
Temperature, operation	0 to +55°C	0 to +55°C	0 to +55°C	0 to +55°C	0 to +55°C	0 to +55°C	0 to +55°C
Temperature, storage	-32 to +70°C	-32 to +70°C	-32 to +70°C	-32 to +70°C	-32 to +70°C	-32 to +70°C	-32 to +70°C
Protection	IPx2	IPx2	IPx4	IPx4	IPx2	IPx2	IPx4
MECHANICAL							
Weight in Kg	0.9	1	4.1	4.1	0.5	0.5	4.1 (basic)
Dimension Max size, mm (length x width x height ¹)	211x180x60	211x180x60	340x256x100	340x256x100	211x168x60	211x168x60	410x440x105
Mounting	Bulkhead	Bulkhead	Bulkhead	Bulkhead	Bulkhead	Bulkhead	Bulkhead
Construction	Plastic	Plastic	Epoxy coated seawater resistant aluminium	Epoxy coated seawater resistant aluminium	Plastic	Plastic	Epoxy coated seawater resistant aluminium
Color	Black	Black	Black	Black	Black	Black	Black
Cable inlet	Slot: 9x95 and 18x45mm	Slot: 9x95 and 18x45mm	Grommets: 7 for cable diam 7-10mm and 4 for 10-14mm	Grommets: 7 for cable diam 7-10mm and 4 for 10-14mm	Slot: 9x95 and 18x45mm	Slot: 9x95 and 18x45mm	Grommets: 8 for cable diam10-14mm and 7 for 14-20mm

¹Behind panel+ above panel+knobs

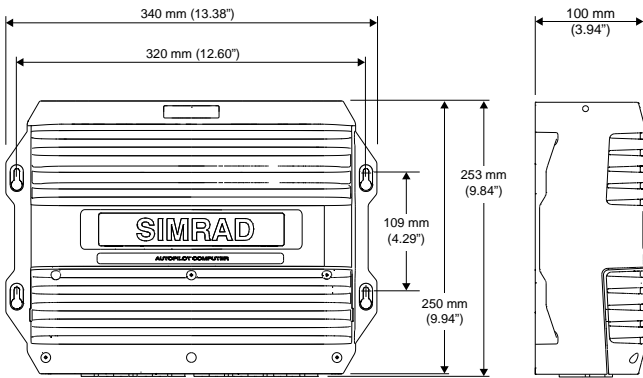
AC70 and SI80 Computer



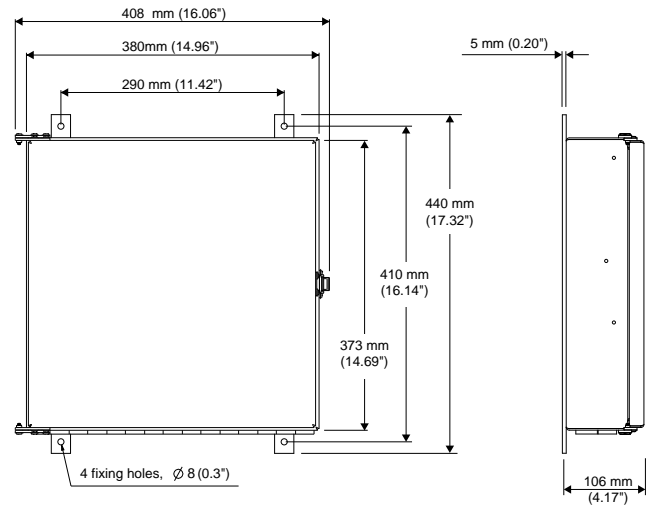
SD80 and AD80 Computers



AC80A and AC80S Computer



AC85 Computer



► HS70 GPS COMPASS

HS70	
GPS SENSOR SPECIFICATION	
Receiver Type	L1, C/A code, with carrier phase smoothing
Channels	Two 12-channel, parallel tracking (Two 10-channel when tracking SBAS)
SBAS Tracking	2-channel, parallel tracking
Update Rate	10 Hz heading, 5 Hz Rate of turn, 1 Hz position
Horizontal Accuracy	< 1.0 m 95% confidence (DGPS ¹) < 2.5 m 95% confidence (autonomous, no SA ²)
Heading Accuracy	< 0.75° rms
Pitch/Roll Accuracy	< 1.5° rms
Heave Accuracy	30 cm ⁵
Rate of Turn	90°/s maximum
Compass Safe Distance	30 cm ⁴
Cold Start	< 60 s (no almanac or RTC)
Warm Star	< 20 s typical (almanac and RTC)
Hot Start	< 1 s typical (almanac, RTC and position)
Heading Fix	< 10 s typical (valid position)
Maximum Speed	1,850 kph (999 kts)
Maximum Altitude	18,288 m (60,000 ft)
COMMUNICATIONS	
Serial Ports	One RS-232, One CAN
Baud Rates	4800 (NMEA 0183)
Data I/O Protocol	NMEA 0183, NMEA 2000, SimNet

HS70	
ENVIRONMENTAL	
Operating Temperature	-30°C to + 70°C (-22°F to + 158°F)
Storage Temperature	-40°C to + 85°C (-40°F to + 185°F)
Humidity	100% non-condensing
Vibration	IEC 60945
EMC	FCC Part 15, Subpart B, CISPR22, CE
POWER	
Input Voltage	6 to 36 VDC
Power Consumption	3 W nominal
Current Consumption	250 mA @ 12 VDC
Power Isolation	Isolated to enclosure
Reverse Polarity Protection	Yes
MECHANICAL	
Dimensions	41.7 L x 15.8 W x 6.9 H cm (16.4" L x 6.2" W x 2.7" H)
Weight	1.5 kg (3.3 lb)
Power/Data Connector	12-pin, Female, IP67
AIDING DEVICES	
Gyro	Provides smooth heading, fast heading reacquisition and reliable < 1° heading for periods up to 3 minutes when loss of GPS has occurred
Tilt Sensors	Assists in fast start-up of heading solution

¹ Depends on multipath environment, number of satellites in view, satellite geometry, ionospheric activity and use of SBAS

² Depends on multipath environment, number of satellites in view, satellite geometry and ionospheric activity

⁴ IEC 60945 Standard

⁵ Based on a 40 second time constant

► MX575B

GPS / NAVIGATION	
GPS Receiver Channels:	12 channels
DGPS: Receiver Type	L1, C/A code, with carrier phase smoothing
DGPS: Position Update Rate	1 Hz default (Position) up to 10 Hz heading output
DGPS: Horizontal Accuracy	< 1 m 95% (DGPS), < 5 m 95% (autonomous, no SA)
DGPS: Heading Accuracy	< 0.5 degrees rms
DGPS: Rate of Turn	90°/s max
DGPS: Pitch / Roll Accuracy	< 1 degree rms
DGPS: Start-Up Time	< 60 s typ.
DGPS: Heading Fix	< 20 s
DGPS: Satellite Reacquisition	< 1 s
DGPS: Frequency Range	283.5 to 325 kHz
DGPS: Adjacent Channel Rejection	61 dB @ P +/- 400 Hz offset
OTHER	
Bearing Accuracy:	< 0.5 degrees rms
Operating Temperature:	-30°C to +70°C
Operating Temperature Stored:	-40°C to +85°C

ENVIRONMENTAL	
Dimensions:	60 cm (l) x 16 cm (w) x 18 cm (h) (Not including mounts)
Weight:	1.5 kg \ 3.31 lbs
Humidity:	100% condensing
POWER	
Power Supply:	8.0 to 40 VDC vDC
Power Consumption:	< 4.5 W, < 360 mA @ 12.0 VDC
Reverse Polarity Protection:	Yes (but not reverse polarity operation)
Power Data Connector:	18-pin, Environmentally sealed
COMMUNICATIONS	
Serial Ports	3 full duplex RS-232 and 2 half-duplex RS-422
Isolation:	All serial ports optically isolated from power
Baud Rates:	4800, 9600, 19200
Data I/O Protocol:	NMEA 0183 V3.0
Correction I/O Protocol:	RTCM SC-104
NMEA Heading Messages:	GPHDT, GPROT, PSAT, HPR, GGA, VTG, ZDA, GSA, GSV, GST, GBS, GRS

► RGC50, GC80 AND GC85

	RGC50	GC80	GC85
Setting time	< 4h	< 3h	< 3h
Pitch/Roll angle	+/- 45 deg	+/- 45 deg	+/- 45 deg
Follow-up rate	> 36 deg/sec	> 75 deg/sec	> 75 deg/sec
Weight	15.5 kg	23 kg	23 kg
Type approval		Wheelmark IMO: A424 (XI), A694 (17)IEC: 60945, 61162 ISO: 8728 (1997)	Wheelmark IMO: MSC97 (73), 13.2.6 (2000 HSC Code) IEC: 60945, 61162 ISO: 6328 (2001)
ACCURACY			
Settle point error (x secant latitude)	Less than -1.8deg ±	Less than -0.1deg ±	Less than -0.1deg ±
Static error (x secant latitude)	Less than -1.0 deg ±	Less than -0.1 deg ±	Less than -0.1 deg ±
Dynamic error (x secant latitude)	Less than -1.8 deg ±	Less than -0.4 deg ±	Less than -0.4 deg ±
range of speed correction		0-50 knots	0-70 knots
Horizontal acceleration		1m/s ²	2m/s ²
Annual maintenance	Not required	Not required	Not required
Warranty period	2 years	2 years	2 years

DATA OUTPUTS	RGC50	COMPACT	OPTIONAL AC (POWER SUPPLY FOR COMPACT)	EXPANDED	DUAL
Stepper	1 *1	1 x 24V		4 x 24V (option 2 x 35 V)	4 (option 2 x 35V)
Serial (NMEA)	1 *1	4 (option 9)		10 (option 15)	10 (option 15)
Syncro	1:1 100V/400Hz				
Repeater back-up		1 + 4		4 + 10	4 + 10
Rate of turn				3	3
Weight		7 kg	9 kg	16 kg	23 kg
Data inputs					
Serial (GPS)		1		1	1
Serial (External Heading)		1		1	1
Serial (LOG)		1		1	1
Pulse (LOG)		1 (200/400p p/nm)		1 (200/400p p/nm)	1 (200/400 p p/nm)
POWER					
Power supply	24V DC	24V DC	110/220V AC 50 /60Hz	110/220V AC 50 /60Hz	110/220V AC 50 /60Hz
Backup supply			24V DC	24V DC	24V DC
Current consumption startup (A)	5A	3.3A	1.4A incl. Compact	1.5A	1.7A
Current consumption normal (A)	2A	2.6A	1.1A incl. Compact	1.2A	1.4A



OUR HERITAGE: ESTABLISHED IN 1947.

With more than 60 years of maritime expertise invested in delivering solutions to the professional market, we have unique knowledge to support professional customers with cost effective navigation solutions.

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