



BRIDGE MATE THRUSTER CONTROL SYSTEM

BRIDGE MATE 推进器控制系统

As with their popular dynamic positioning systems, Marine Technologies (MT) places a heavy emphasis on redundancy in the Bridge Mate Thruster Control System. The system uses three control computers and a redundant communication network for the main and backup control functions. The Thruster Control System can be interfaced with most types of thrusters, main engines and rudders. The system offers less wiring when delivered together with other MT products as the thruster interface is then shared via the redundant network. The Thruster Control System is also available as a single, stand alone system.



与广受好评的动力定位系统一样，MT公司投入了大量资源研发Bridge Mate系列推进器控制系统，其冗余性表现优异。该系统主控制功能和备用控制功能是通过三台控制计算机和一个冗余通讯网络实现的。该推进器控制系统可以与多种推进器、主机和舵系统进行接口匹配。如果与MT的其他产品进行集成配置，则推进器接口可以共用整个MT系统的冗余网络，从而大大减少整个系统的线缆敷设量。此外，该推进器控制系统也可以作为单一系统独立配置。

BRIDGE MATE THRUSTER CONTROL ADVANTAGES:

BRIDGE MATE 推进器控制系统的优势:

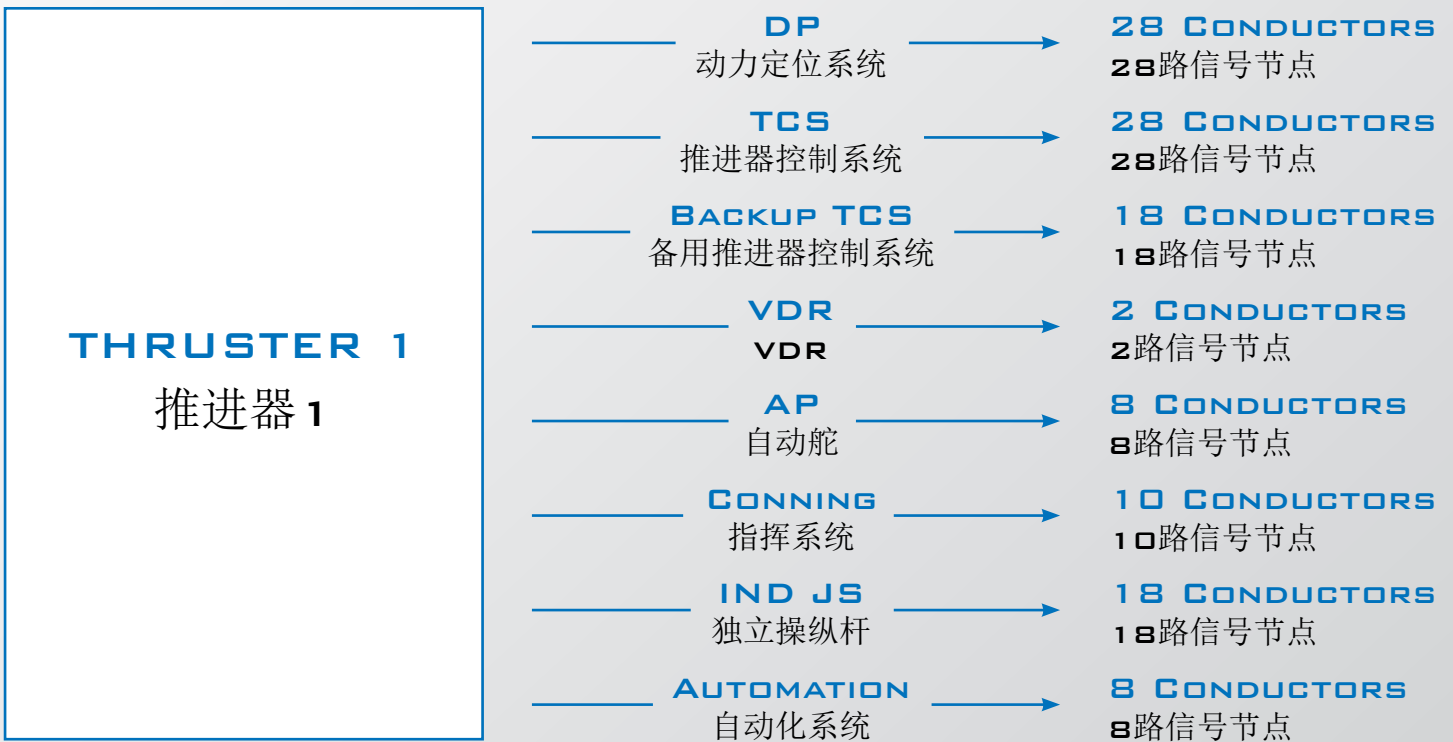
- Can be fully integrated with other Bridge Mate systems, including autopilot, joystick or dynamic positioning
- 可以与Bridge Mate全系统进行完美集成，包括自动舵、操纵杆和动力定位系统等
- Follow-up steering is located on the same lever for main and backup control
- 随动操舵与主控制系统和备用控制系统使用同一套连杆
- Independently manufactured for compatibility, allowing thrusters from different manufacturers to be controlled by a common, user-friendly interface
- 生产和设计上充分考虑产品的兼容性，在同一个接口下全面兼容不同推进器生产商品品牌，体现良好的用户体验
- User friendly HMI (human-machine interface) via touchscreen or trackball
- 通过触摸屏和轨迹球的使用，实现用户友好的人机界面
- High-level network communication alerting the user to any wire failures
- 高性能的网络通讯，可以在线路失效时即时通知用户
- Shares common hardware with other MT products, resulting in the need for fewer parts
- 与MT的其他产品使用相同的硬件，有效减少配件量
- Common "take" for all thrusters independent of manufacturer
- 统一操控不同品牌的所有推进器
- Common override from all modes (dynamic positioning, joystick or autopilot) back to manual
- 可在所有模式下（动力定位、操纵杆或自动操舵）同时越控到手动操控

FOR SHIP OWNERS CONCERNED WITH QUALITY AND SAFETY



FIGURE 1

图解 1



Classic thruster interface utilizing a separate systems architecture with an estimated 120 conductors in use.

FIGURE 2

图解 2



The second generation Integrated Bridge System (IBS) incorporates the Thruster Control System (TCS) and Dynamic Positioning (DP) System using Ethernet interfaces.

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