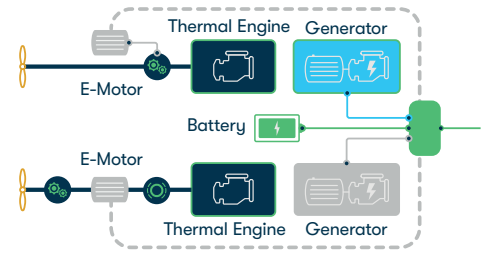


Demonstration of a parallel set up in 2 variants, port as PTI/PTO, stbd as inline version. They have the same functionality but depending on the vessel, one or the other makes more sense.

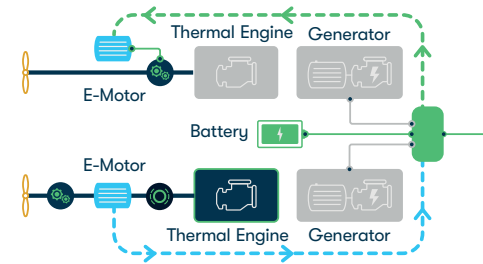
THERMAL DRIVE MODE

- E-motor OFF
- Propulsion by thermal engine
- Hotel load by battery or generator



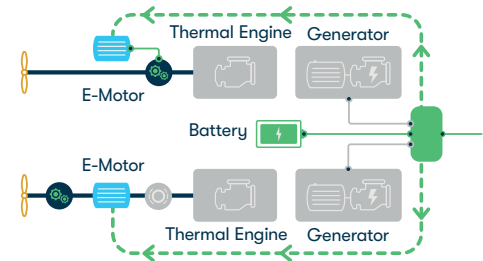
MULTI MODE

- E-motor port propulsion
- Thermal engine other side as propulsion
- E-motor stbd uses spare thermal
- Hotel load by battery or e-motor generation



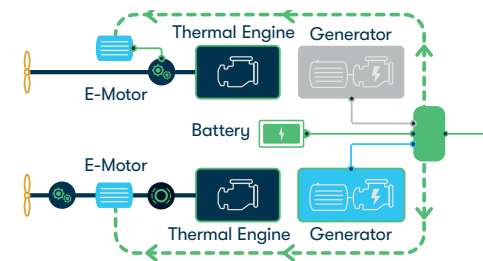
ELECTRIC DRIVE MODE

- E-motor ON
- Propulsion by electric motor
- Hotel load by battery or generator
- Second drive option via generator



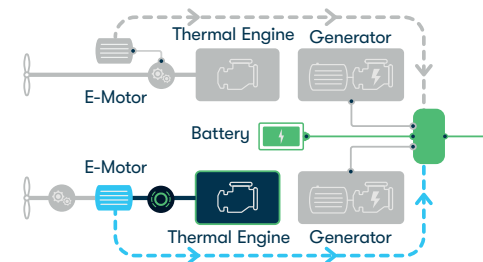
BOOST MODE

- E-motor ON
- Propulsion by electric motor and thermal engine
- Hotel load by battery or generator
- Hotel load by battery or generator



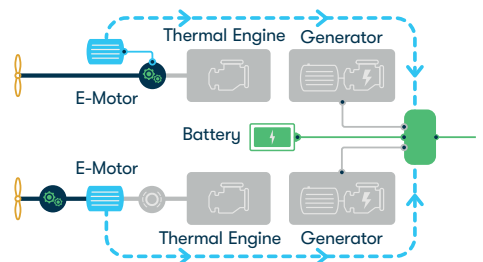
GENERATOR MODE

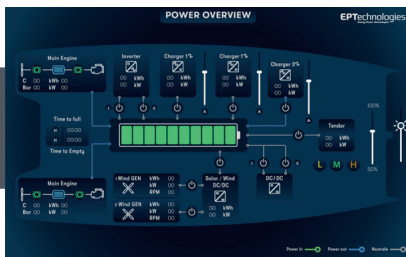
- E-motor in generator mode
- Propulsion by thermal engine
- Hotel load by battery
- Battery charged via E-motor generation
- Propulsion OFF
- Generator mode not possible with PTI/PTO



RECUPERATION MODE

- E-motor as generator
- Propulsion by wind
- Hotel load by battery or E-motor regeneration





EPT THRUSTER AND ENERGY MANAGEMENT CONTROL SYSTEM

- Smart control logic for your vessel including alarm handling
- Energy/fuel saving
- Integrable to upper bridge control systems IAMCS via Mod buss
- Redundant network with back up control
- State of the art components
- Interface to e-motors and thermal engines
- Flexible customer options possible
- Remote monitoring and updates possible

EPT THRUSTER & EPMS CONTROL SYSTEM

