MARITRONIX®

# PILOT-H

## Wireless Yacht Remote Control System

Professional wireless control for docking, anchoring, mooring and close-quarters manoeuvring.


## Reliable control from the best position on board

PILOT-H allows the skipper to operate selected vessel functions from the aft deck, side deck, bow area or other safe position with a clear view of the boat and surroundings.

**BLUE OR BLACK** **OPTIONAL HELM JOYSTICK** **12/24 V DC** **IP65 TRANSMITTER**

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## Wireless docking control

PILOT-H is the standard Maritronix wireless yacht remote control system for practical yacht handling. It is designed for docking, undocking, anchoring, mooring, stern-to berthing and marina operation, where the skipper often needs a better view than the main helm position can provide.


BLUE BLACK

### Better visibility

Control selected manoeuvring functions from the side deck, aft deck, swim platform, bow area or another safe position on board.

### Engine command

Standard calibrated low-speed gear-in / gear-out control for short, predictable docking commands.

### Thrusters & anchor

Depending on configuration, PILOT-H can operate bow thruster, stern thruster, anchor windlass, horn and auxiliary functions.

## Typical transmitter button assignment

The exact assignment is configured for the vessel and installed equipment. In a typical setup, the green START/function button can also be used for special combinations.

| CONTROL | STANDARD OPERATION | NOTES |
|---|---|---|
| STOP / OFF | Stops or turns off remote-control operation | Red rotary safety control |
| START / function | Activates the system | Green button; used for special combinations |
| Bow thruster L / R | Moves bow to port or starboard | Can be used for anchor UP / DOWN with START held |
| Port engine FWD / REV | Engages port engine forward or reverse | Calibrated low-speed command |
| Starboard engine FWD / REV | Engages starboard engine forward or reverse | Calibrated low-speed command |
| Stern thruster L / R | Moves stern to port or starboard | Depending on installed thruster system |

### Anchor windlass / anchor winch control

Typical configuration: press and hold the green START/function button, then use the two bow-thruster buttons as anchor UP / DOWN inputs. Final logic depends on the selected installation configuration.

# Clean installation with prepared connection interfaces

PILOT-H is engineered for professional marine installations. Depending on vessel configuration, the system can be supplied with prepared harnesses, gateway modules, analog interfaces or plug-and-play cables selected for the installed engine and control system.


### Prepared harnesses

Connection sets are prepared for the vessel configuration to reduce cutting, splicing and installation time.

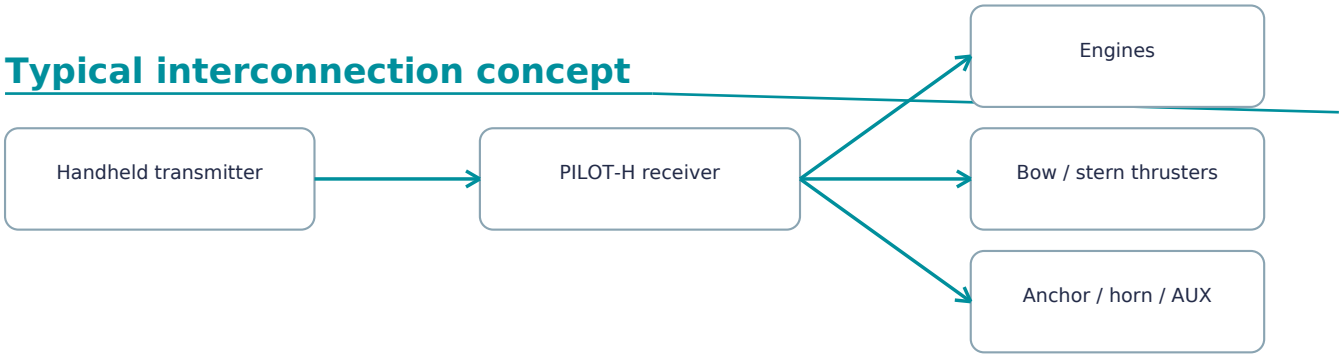
### Original helm remains available

PILOT-H is added as an external control interface. The original helm station remains available where supported by the selected integration method.

### Browser-based configuration

Normal setup does not require a mobile app, special PC program, license key or diagnostic cable.

## Typical interconnection concept




### Supported control systems depend on the exact vessel configuration

Maritronix can adapt PILOT-H for many electronic and analog marine control systems, including Volvo Penta, Yanmar, Mercury / MerCruiser, Suzuki, Yamaha, Honda, Cummins / Zeus, Caterpillar, MAN, ZF Marine, Twin Disc, Glendinning, NHK MEC, Dometic / SeaStar, Kobelt, Flexball, Ultraflex and other compatible systems. Compatibility is checked before delivery.

## Industrial-grade receiver for demanding marine use


The receiver is built in a robust industrial aluminum enclosure with clear status LEDs for installation checks, troubleshooting and diagnostics. It is designed for 12 V / 24 V DC vessel power systems.

### Redundant control logic

Dual microcontrollers and a dual relay path architecture support reliable controlled output activation.

### Coded wireless communication

Hamming-code-based transmission helps resist radio interference and unwanted activation from external signals.

### Emergency stop principle

The system includes an emergency stop button designed with reference to ISO 13850 emergency-stop principles.

## Reliable handheld transmitter

- Marine enclosure: transmitter protection level IP65 and buoyant in water.
- Long battery life: powered by 2 x AA batteries, with battery status indication on the transmitter.
- Factory tested wireless range: tested up to 100 m before shipment; open-area range can be significantly longer depending on environment and antenna position.
- Clear operation: separate port and starboard engine controls with dedicated thruster buttons and safety controls.


| IP65 TRANSMITTER | BUOYANT HANDHELD UNIT | DUAL RELAY SAFETY CONCEPT | STATUS LEDS ON RECEIVER |
|---|---|---|---|

## Optional docking joystick for the helm station


PILOT-H can be combined with an optional Maritronix docking joystick installed at the helm station. The joystick gives the skipper a more natural command interface for close-quarters manoeuvring, depending on the installed engines, thrusters and selected control logic.

- Especially useful for twin-engine boats with bow and stern thrusters.
- Can simplify side movement, diagonal correction, rotation and stern-to berthing.
- Control logic is selected for the vessel configuration before delivery.
- The wireless handheld transmitter remains the portable remote-control interface.

## Transmitter colour options

The standard PILOT-H transmitter can be chosen in blue or black. Both colours use the same professional button layout and Maritronix safety concept.


### Blue

High-visibility colour for fast recognition on board.


### Black

Discreet technical appearance for professional helm environments.

# Specifications of PILOT-H

## CONTROL AND CONFIGURATION

| | |
|---|---|
| Product name | PILOT-H |
| System type | Wireless yacht remote control system |
| Engine control type | Standard single-stage low-speed gear-in / gear-out control |
| Supported vessels | Single-engine and twin-engine boats |
| Typical applications | Docking, undocking, anchoring, mooring, stern-to berthing, marina operation |
| Controlled functions | Engines, bow thruster, stern thruster, anchor windlass, horn and configured auxiliary functions |
| Maximum functions | Up to 6 functions, depending on selected configuration |
| Optional helm control | Maritronix docking joystick, depending on vessel configuration |
| Mobile app required | No |
| Special software required | No |

## HARDWARE

| | |
|---|---|
| Transmitter dimensions | 70 x 185 x 40 mm |
| Receiver dimensions | 260 x 167 x 82 mm |
| Transmitter weight | 210 g |
| Receiver weight | 2500 g |
| Transmitter material | PA6 GF30 |
| Receiver material | Aluminum |
| Transmitter power | 2 x LR6 / AA batteries, 1.5 V each |
| Receiver power | 12 V / 24 V DC |
| Battery life | Up to 12 months, depending on use |
| Battery status | LED indication on transmitter |

## ENVIRONMENT, WIRELESS AND SAFETY

| | |
|---|---|
| Operating temperature | Transmitter and receiver: -35 C to +75 C |
| Protection level | Transmitter IP65; receiver IP65 with hydrophobic vent |
| Transmitter buoyancy | Buoyant in water |
| Receiver diagnostics | Status LEDs for installation checks, troubleshooting and system diagnostics |
| Wireless communication | Coded wireless signal with Hamming-code-based transmission method |
| Wireless range | Tested up to 100 m before shipment; up to approximately 500 m in open areas depending on environment |
| Safety architecture | Dual microcontrollers and dual relay path architecture |
| Relay safety concept | Two independent relays connected in series for each control path |
| Emergency stop | Emergency stop button designed with reference to ISO 13850 emergency-stop principles |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