



**OPTIMUS EPS**  
BY SEASTAR

ELECTRONIC POWER STEERING FOR

**inboard** & stern drive

APPLICATIONS

**under 40'**



**OPTIMUS EPS**

**3000** SERIES





Available for both retrofit and new engine installations

As the captain of your vessel you know how important it is to have command of your boat, Optimus EPS gives you the steering control, performance and comfort you expect. With Optimus EPS, you can take command of your boat without having to arm-wrestle for control.

Imagine getting the best steering performance, stability and control from your boat.

## Advantages of Optimus Electronic Power Steering

- Auto adjusting speed sensitive helm effort and turns lock to lock
- Low and high speed rudder stop position
- Position proportional rudder gain for faster steering response near neutral rudder position
- Can add autopilot without adding an additional pump
- 2 helm capability
- No more long hydraulic hose runs to the helm(s)
- Open loop mode allows system to maintain steering even in the event of a complete loss of RFU signal (single only)
- Unbalanced cylinder enables installation in space confined engine compartment
- Comprehensive system status and fault indication
- NMEA 2000 Certified. Meets or exceeds NMMA, ABYC, CE, ISO and SAE electrical and environmental requirements

# electronic

## Applications for Optimus EPS

- Most single and twin inboard & sterndrive engine boats - electronic and mechanical controlled
- Single and twin helm station boats
- Competition ski boats, cruisers, sport fishing yachts



# Cylinders

- System reliability and operation
- No additional RFU required for autopilot system
- Unbalanced cylinder simplifies the installation and allows for easy orientation in any direction



## inboard

Builds upon the proven Optimus core technology and components, with a new inboard and sterndrive smart cylinder



# power you can feel



- Open loop mode allows system to maintain steering in the event of a complete loss of RFU signal (single only)
- Sealed harness connections with locking mechanism (USCAR standard)
- Accommodates 3rd party autopilot systems
- Automatic battery sensing and selection
- Water ingress protection: Up to IPX7

PCM technology

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## CANtrak display

- Displays rudder position
- Provides quick and easy system setup
- Communicates faults and any special handling instructions to the operator
- Displays system health
- Allows software updating of all system components (USB port on rear)

- Water ingress protection: Up to IPX7
- Meets or exceeds NMMA, ABYC, CE, ISO and SAE electrical and environmental requirements



## All electronic helms

- Auto adjusting speed sensitive helms turns and wheel effort
- Dual independent sensors and circuits
- Provides redundancy for reliable operation
- No hydraulic oil at helm
- Easy installation, requires only a harness connection
- Front, rear and tilt helms available
- Up to 2 helm capability



## sterndrive

- Meets or exceeds NMMA, ABYC, CE, ISO and SAE electrical and environmental requirements
- CAN bus communications
- HS-CAN High speed CAN 2.0B 250kbps [SAE J-1939]
- FT-CAN Fault tolerant CAN 125kbps [ISO 11898-3] NMEA 2000
- Status and fault LEDs



Reduces turns lock to lock at slow speeds

Ultimate sensitivity gives you an unprecedented positive feel at the wheel

# powersteering

## Active sensitivity

Lock-to-lock turns and wheel effort are programmed to change with engine RPM. At slow speeds, Optimus EPS can be set to reduce the number of turns lock-to-lock, for example 4 and make it easier to steer. When you're negotiating through traffic or in a tight spot, those smaller moves of the wheel give you precise control. When you're running at speed in open water, Optimus EPS can be set to increase lock-to-lock turns and increase steering effort giving the driver more stability to comfortably keep on course. And through it all, Optimus EPS does the work, so you can relax and take it easy.



# inboardengines

OPTIMUS EPS

3000 SERIES

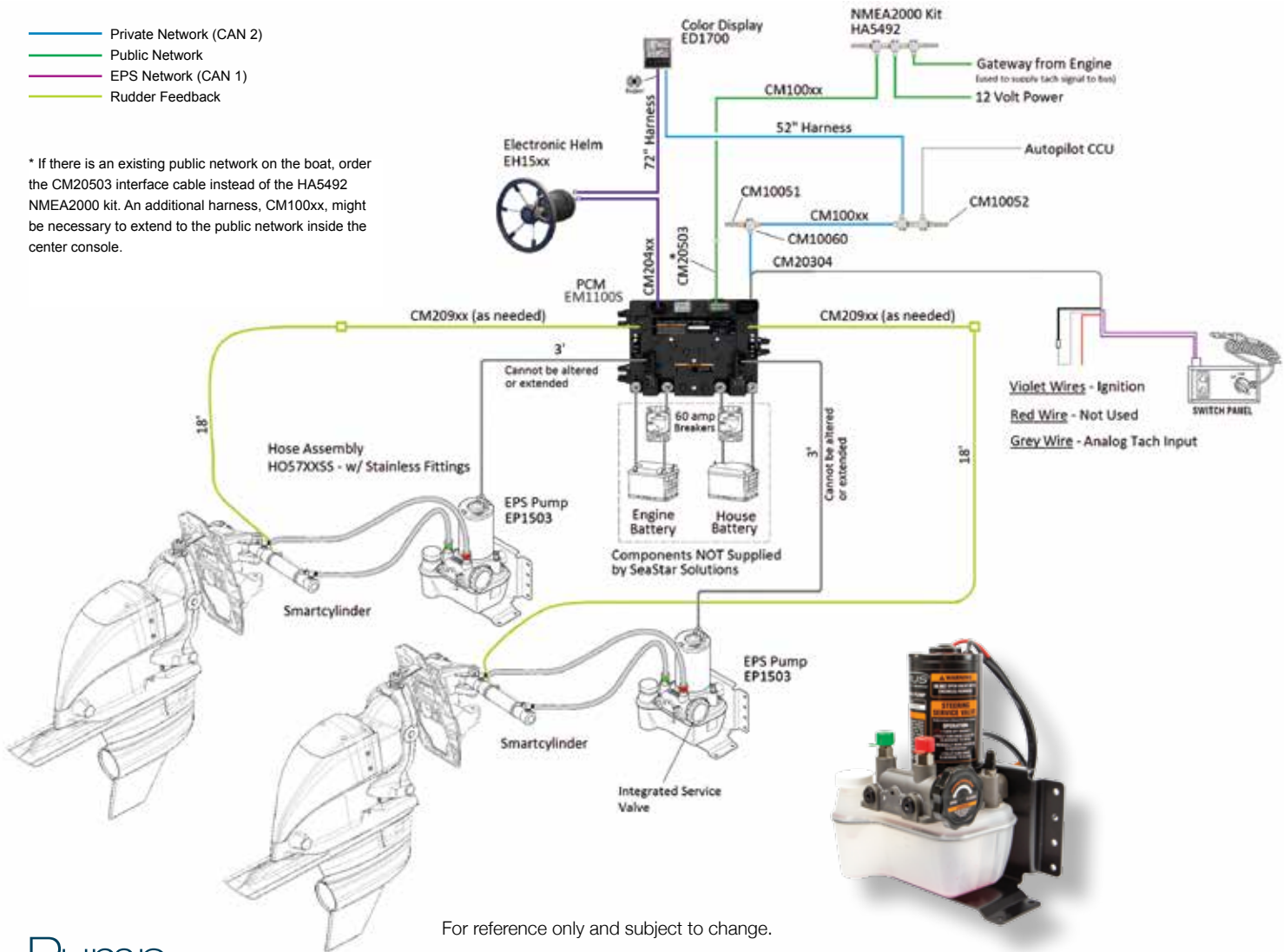
# from the masters in electronic power steering



## Optimus EPS Installation

- Private Network (CAN 2)
- Public Network
- EPS Network (CAN 1)
- Rudder Feedback

\* If there is an existing public network on the boat, order the CM20503 interface cable instead of the HA5492 NMEA2000 kit. An additional harness, CM100xx, might be necessary to extend to the public network inside the center console.



For reference only and subject to change.

## Pump

- On demand hydraulic steering pump - significantly reduces overall power consumption
- Simplified semi auto-purge mode - allows user to purge system with existing components
- Designed using SAE J-1171 rated motor - meets Coast Guard requirement for ignition protection
- Third party auto-pilot compatible - A separate auto-pilot pump is not required
- Integrated service/bypass valve - limp home mode on remaining functional engine(s)



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