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Interfacing with MTU 2000 Blue Line Engines

MTU Blue line engines transmit a proprietary data protocol from the X17 connector located inside the MCS electronics box the box is always located at the helm (See photo). The buss type is an RS485 Bi-directional buss.

Embedded in data string is all the relative engine parameters ex: oil pressure, oil temp, coolant temp and so on, in addition to the normal data MTU transmits alarm limits that will show up in yellow and blue lines in the FT NavVision instruments. MTU does also transmit encrypted proprietary data in the string, which is used by MTU service personnel. This proprietary data is not decoded by FT NavVision.





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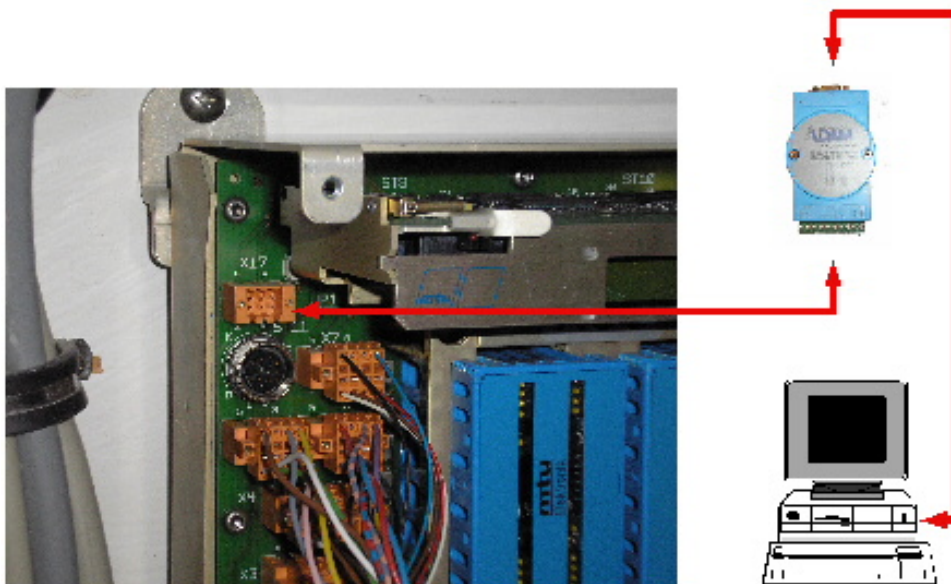
To read the MTU Blue Line data you will need a RS485 to Serial converter to plug into the serial communication port on the PC. The one that you must use is manufactured by Advantech

http://www.advantech.com/products/Model_Detail.asp?model_id=1-UEYCP&BU=EA&PD=



No other converter will work with FT NavVision software. If you have a twin-engine application FT NavVision will see MTU data coming in on two ports. FT NavVision is configured to read the lower COM port as the port engine and the higher COM port as the stbd engine. If FT NavVision recognizes the data the needles in the instruments will be light gray in color if it fails to see the data the needles will be dark gray in color.

The following schematic shows you how to pick of the data and power from the wire side of the CAT MPD connector. If you do not wish to cut and crimp on to the wires, we have pre-made hookup adapter kits available.



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