



KODEN

INSTALLATION MANUAL

MARINE RADAR

MDC-7000
SERIES

MDC-7900
SERIES

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MDC-7000/7900 Series Installation Manual**Doc No: 0092669002****Document Revision History**

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Preface

[Precaution for safety issues]

Precaution for operation

• Caution about rotating antenna:

The radar antenna may start rotating without notice. Please keep away from the antenna for your safety.

• Caution about health risks caused by radio wave:

Powerful electromagnetic waves are emitted from the antenna during operation. These waves can cause ill effects on human bodies when exposed to continuous radiation.

International criteria

Though the international regulation states that the electromagnetic waves with a high-frequency power density of not more than 100 W/m^2 do not have an ill effect on human bodies, medical devices such as a pace makers are sensitive to electromagnetic waves with minute electric power and their operation may become unstable. In any event, any person with such a device must keep away from electromagnetic sources.

Specified power density and distance from antennas (according to the provision as specified in IEC 60945)

| Transmission power / antenna length | 100 W/m^2 | 50 W/m^2 | 10 W/m^2 |
|-------------------------------------|---------------------|--------------------|--------------------|
| 6 kW / 4 feet antenna | 1.5 m | 2.1 m | 4.5 m |
| 6 kW / 6 feet antenna | 1.7 m | 2.4 m | 5.4 m |
| 12 kW / 4 feet antenna | 2.1 m | 2.9 m | 6.4 m |
| 12 kW / 6 feet antenna | 2.4 m | 3.4 m | 7.6 m |
| 12 kW / 9 feet antenna | 2.9 m | 4.1 m | 9.0 m |
| 25 kW / 4 feet antenna | 2.9 m | 4.1 m | 9.2 m |
| 25 kW / 6 feet antenna | 3.5 m | 4.9 m | 10.9 m |
| 25 kW / 9 feet antenna | 4.1 m | 5.8 m | 13.0 m |

• Caution about dangerous internal high voltage in the device:

High voltage that may cause risk of life is present in the Antenna unit and the Display unit of this radar. This high voltage can remain in the circuit after the switch has been turned off. The high-voltage circuit has a protective cover with a label "Caution against high voltage" so that no one will accidentally touch it. Please ensure for your safety that the power switch is turned off and residual voltage in the capacitor is discharged in a suitable manner when checking the inside of the antenna. Maintenance and inspection should be conducted by qualified engineers only.

Precautions for maintenance

• Caution against residual high voltage:

Capacitors used in the Display unit and the modulator circuit of the transmission unit may keep high voltage for several minutes even after turning off power. The maintenance and inspection of this part should be performed at least 5 minutes after powering off or applying the appropriate measure to discharge the residual electrical charge.

• Keep inboard power source “Off”:

An electric shock is possible if the power switch is accidentally turned on during the maintenance operation. In order to prevent such an occurrence, please ensure to disconnect the power breaker of the onboard power source and the device. Furthermore, it is recommended to post the word-of-caution tag shown to be in a "working state" near the power switch of the device.

• Caution against the dust:

Dust can temporarily cause distress to the respiratory system. Take care not to inhale dust when cleaning the interior of the device. It is recommended you wear a safety mask.

• Measures against static electricity:

Static electricity occurring from carpet on the floor of the cabin, clothes made of synthetic fiber etc., may damage some electronic parts on the printed circuit board. Please work on the printed circuit board only after taking measures against static electricity.

• Prohibited matter:

Any Display and Scanner unit combination other than specified in the manual is prohibited and will void manufacturer's warranty.

• Break in procedure of stored radar:

Following procedure is recommended for “Break In” of the stored radar.

Otherwise the radar sometimes exhibits unstable transmitting operation such as arcing at its initial operation after long period of storage and make the operation more difficult.

1. Extend preheat time as long as possible (preferably 20 to 30 minutes).
2. Set the pulse width to the shortest one and start the operation.

When the operation in the shortest pulse is stable then go to operation in longer pulse and repeat the similar step until the operation reaches to the final pulse condition.

Chapter 1 Prior to installation

1.1 Installation precautions

In order to obtain the maximum performance of radar systems, this radar system should be installed by qualified engineers in charge of installation and maintenance. Installation procedures include the following:

- (1) Unpacking of components;
- (2) Inspection of composition units, spare parts, accessories and installation materials;
- (3) Checking of supply voltage and current capacity;
- (4) Selection of the location for installation;
- (5) Installation of the Antenna-Scanner unit;
- (6) Installation of the Display unit;
- (7) Attachment of accessories;
- (8) Planning and implementation of cable laying and connection;
- (9) Coordination after installation.

1.2 Unpacking of components

Unpack components and check that all items correspond with the description of the packing list. When a discrepancy or damage has been found, please contact the transportation/insurance firm, and follow procedures for searching for loss items and claim of expense.

1.3 Appearance verification of each unit and accessories

Please check the appearance of each unit carefully, confirm that they are dent and crack free. Moreover, please also check the interior of each unit and confirm that there is no electric or mechanical damage.

The illumination panel (back light) of the LCD module is made of glass. If the unit is dropped, damage may occur. Since the presence of damage might not be found by checking of the appearance, please confirm in the display after power on.

1.4 Selection of location for installation

In order to obtain the maximum performance of the units, it is necessary to install them in consideration of matters as described below.

1.4.1 Antenna Scanner unit

- (1) Blind sectors shall be kept to a minimum, and shall not be placed in an arc of the horizon from the right ahead direction to 22.5° abaft the beam and especially shall avoid the right ahead direction (relative bearing 000°). The installation of the antenna shall be in such a manner that the performance of the radar system is not substantially degraded. The antenna shall be mounted clear of any structure that may cause signal reflections, including other antenna and deck structure or cargo. In addition, the height of the antenna shall take account of target detection performance relating to range of first detection and target visibility in sea clutter.

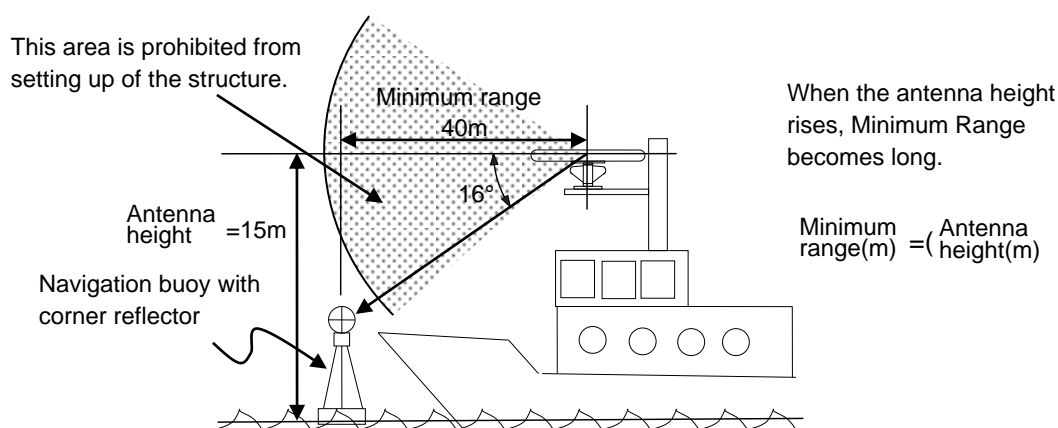


Figure 1.1 Vertical chart of recommended antenna installation position.

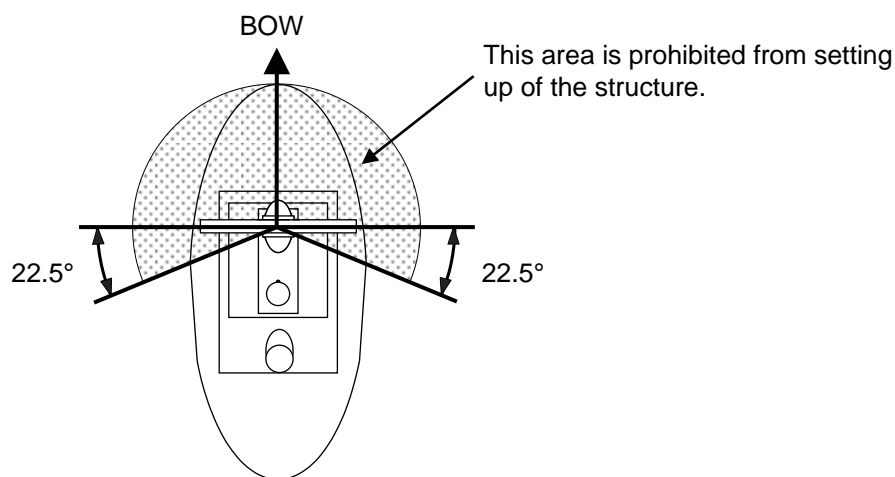


Figure 1.2 Horizontal chart of recommended antenna installation position.

- (2) Keep the surface of the Antenna-Scanner unit platform horizontal as much as possible.
- (3) The Antenna-Scanner unit should be installed in front of large objects or exhaust stack to prevent a blind sector or the effects on the antenna by engine exhaust soot.
- (4) Keep sufficient maintenance area.
- (5) Keep safety distance from magnetic compass.

Table 1.1 Safety distance of compass from the Scanner unit

| Scanner unit type | Standard compass | Steering compass |
|-------------------|------------------|------------------|
| RB807 (6kW) | 1.2 m | 0.8 m |
| RB808 (12kW) | 1.4 m | 0.9 m |
| RB809 (25kW) | 1.4 m | 0.9 m |

1.4.2 Display unit and Operation unit

- (1) The orientation of the Display unit shall be such that the user is looking ahead, the lookout view is not obscured and there is minimum ambient light on the display viewing surface.
- (2) Choose the best location from humidity, spray, rain, and direct sunlight.
- (3) Keep sufficient maintenance area. Especially sufficient space is required near the back panel where cables are connected.
- (4) Keep as far as possible from other radio devices.
- (5) Keep safety distance from magnetic compass.

Table 1.2 Safety distance of compass from Display units

| Display unit type | Standard compass | Steering compass |
|-------------------|------------------|------------------|
| MRD-108 | 2.2 m | 1.2 m |
| MRM-108 | 0.3 m | 0.3 m |
| MRO-108 | 1.2 m | 0.7 m |

1.5 Cable wiring and interconnection

1.5.1 Antenna Scanner unit

- (1) The connecting cable between the Antenna-Scanner unit and the Display unit should run apart from any other radio antenna cable or power cables of the other devices. Do not lay the radar cable in parallel to the sea surface together with other cables. These considerations are effective to prevent random radio interference between systems. When these measures cannot be applied because of space limitations, use metal pipes for each cable or other suitable ways to shield.
- (2) In order to maximize the performance of the radar, the antenna cable and the power cable should be as short as possible, and should be laid within the nominal length.
- (3) Connect the shielded braided wire of the antenna cable to the grounding terminal inside the Antenna unit

1.5.2 Display unit

- (1) Ground the braided wire of a cable firmly with the cable clamp fixing screw to the back panel.
- (2) The Display unit housing should be grounded to the ship ground by using the ground terminal of the back panel.

Chapter 2 System configurations

2.1 Standard configuration list

MDC-7906/7912/7925

| No. | Name | Type | Comment | Weight/ Length | Quantity |
|-----|-----------------------|----------------------|-------------------------------------|-------------------|----------|
| 1 | Antenna | RW701A-04 | 4 ft | 6 kg | 1 |
| | | RW701A-06 | 6 ft | 8 kg | |
| | | RW701B-09 | 9 ft | 12 kg | |
| 2-1 | Scanner unit | RB807 (For MDC-7906) | 6 kW | 18.1 kg | 1 |
| 2-2 | | RB808 (For MDC-7912) | 12 kW | 18.0 kg | |
| 2-3 | | RB809 (For MDC-7925) | 25 kW | 20.0 kg | |
| 3 | Display unit | MRD-108 | | 13 kg | 1 |
| 4 | Operation unit | MRO-108 | With CW-401-2M | 1.8 kg | 1 |
| 5 | Connecting cable | CW-845-15M | With connectors on the both sides | 15 m | 1 |
| 6 | Power cable | CW-259-2M | With a connector on the single side | 2 m | 1 |
| 7 | Spare parts | SP-MRD/MRM-108 | See spare parts list | | 1 set |
| 8 | Installation material | M12-BOLT.KIT | See installation material list | | 1 set |
| 9 | Document | MDC-7000_7900.OM.E | Operation manual | | 1 |
| 10 | Document | MDC-7000_7900.IM.E | Installation manual | | 1 |
| 11 | Document | MDC-7000_7900.QR.E | Quick reference | | 1 |

MDC-7006/7012/7025

| No. | Name | Type | Comment | Weight/ Length | Quantity |
|-----|-----------------------|----------------------|-------------------------------------|-------------------|----------|
| 1 | Antenna | RW701A-04 | 4 ft | 6 kg | 1 |
| | | RW701A-06 | 6 ft | 8 kg | |
| | | RW701B-09 | 9 ft | 12 kg | |
| 2-1 | Scanner unit | RB807 (For MDC-7006) | 6 kW | 18.1 kg | 1 |
| 2-2 | | RB808 (For MDC-7012) | 12 kW | 18.0 kg | |
| 2-3 | | RB809 (For MDC-7025) | 25 kW | 20.0 kg | |
| 3 | Processor unit | MRM-108 | | 5.1 kg | 1 |
| 4 | Operation unit | MRO-108 | With CW-401-2M | 1.8 kg | 1 |
| 5 | Connecting cable | CW-845-15M | With connectors on the both sides | 15 m | 1 |
| 6 | Power cable | CW-259-2M | With a connector on the single side | 2 m | 1 |
| 7 | Spare parts | SP-MRD/MRM-108 | See spare parts list | | 1 set |
| 8 | Installation material | M12-BOLT.KIT | See installation material list | | 1 set |
| 9 | Document | MDC-7000_7900.OM.E | Operation manual | | 1 |
| 10 | Document | MDC-7000_7900.IM.E | Installation manual | | 1 |
| 11 | Document | MDC-7000_7900.QR.E | Quick reference | | 1 |

2.2 Spare parts list

SP-MRD/MRM-108

| No. | Name | Specification | Comment | Type (Dimension) | Quantity | Usage |
|-----|--------------|----------------|-------------|-------------------------------|----------|--|
| 1 | Fuse | F-1065-15A | Normal type | Tubular (ϕ 6.4 x 30) | 1 | Main power |
| 2 | Fuse | FGMB 125V/10A | Normal type | Tubular (ϕ 5.2 x 20) | 1 | Motor power |
| 3 | Fuse | FGMB 250V/0.8A | Normal type | Tubular (ϕ 5.2 x 20) | 1 | High voltage power supply |
| 4 | Carbon brush | 24Z125209B | | | 1set | Antenna motor Note: RB807 only |

2.3 Installation material list

M12-BOLT.KIT

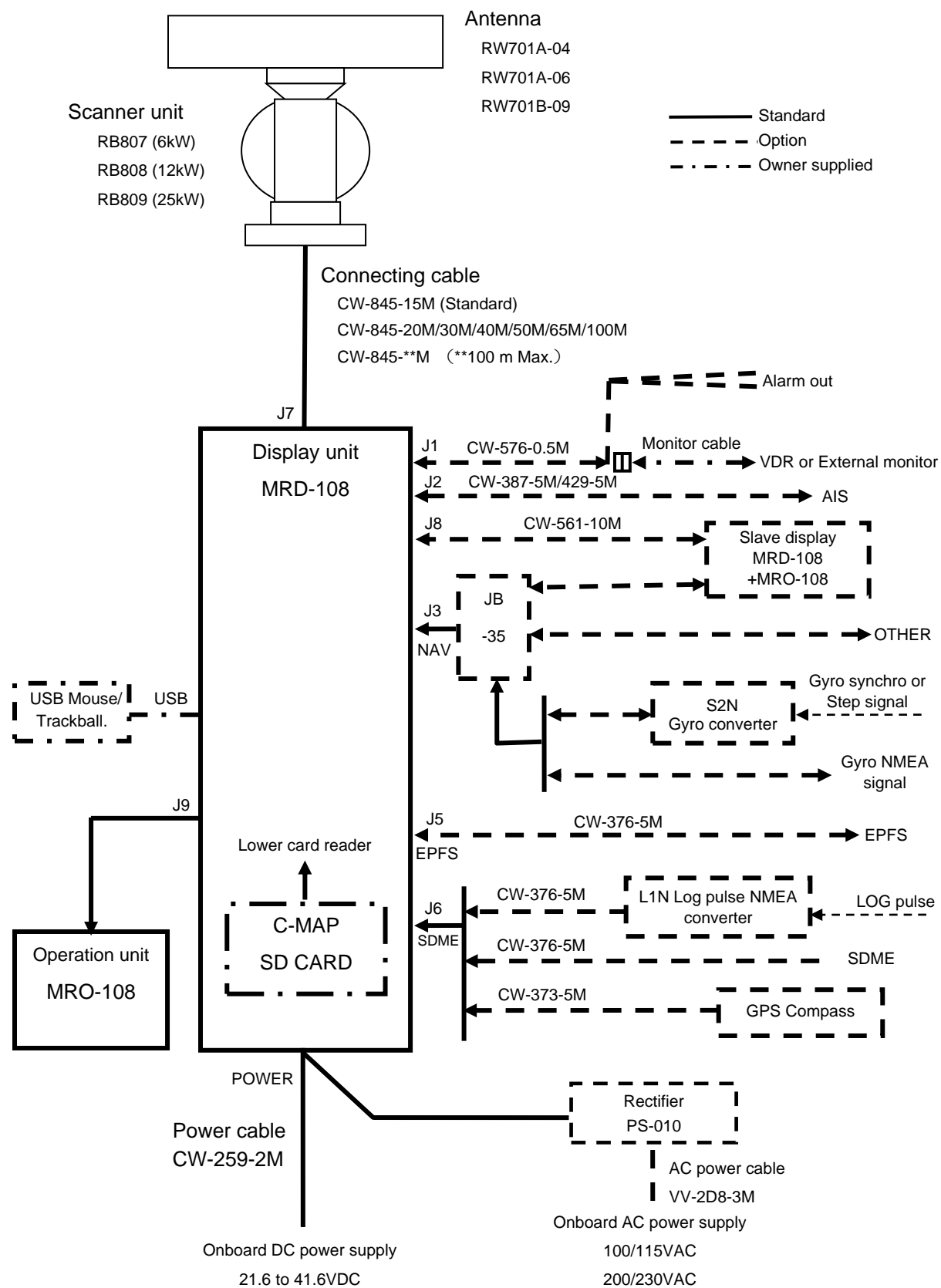
| No. | Name | Specification | Quantity | Usage |
|-----|-------------------------------|---------------|----------|----------------------|
| 1 | Hexagon bolt | B12X55U | 4 | Antenna-Scanner unit |
| 2 | Nut | N12U | 8 | Antenna-Scanner unit |
| 3 | Plain washer | 2W12U | 8 | Antenna-Scanner unit |
| 4 | Spring washer | SW12U | 4 | Antenna-Scanner unit |
| 5 | Anti electro corrosive washer | 56R7201M3 | 4 | Antenna-Scanner unit |
| 6 | Anti electro corrosive washer | 56R7202M3 | 4 | Antenna-Scanner unit |
| 7 | Ferrite core | GRFC-13 | 1 | Antenna-Scanner unit |
| 8 | Cable band | AB150-W | 2 | Antenna-Scanner unit |

2.4 Option list

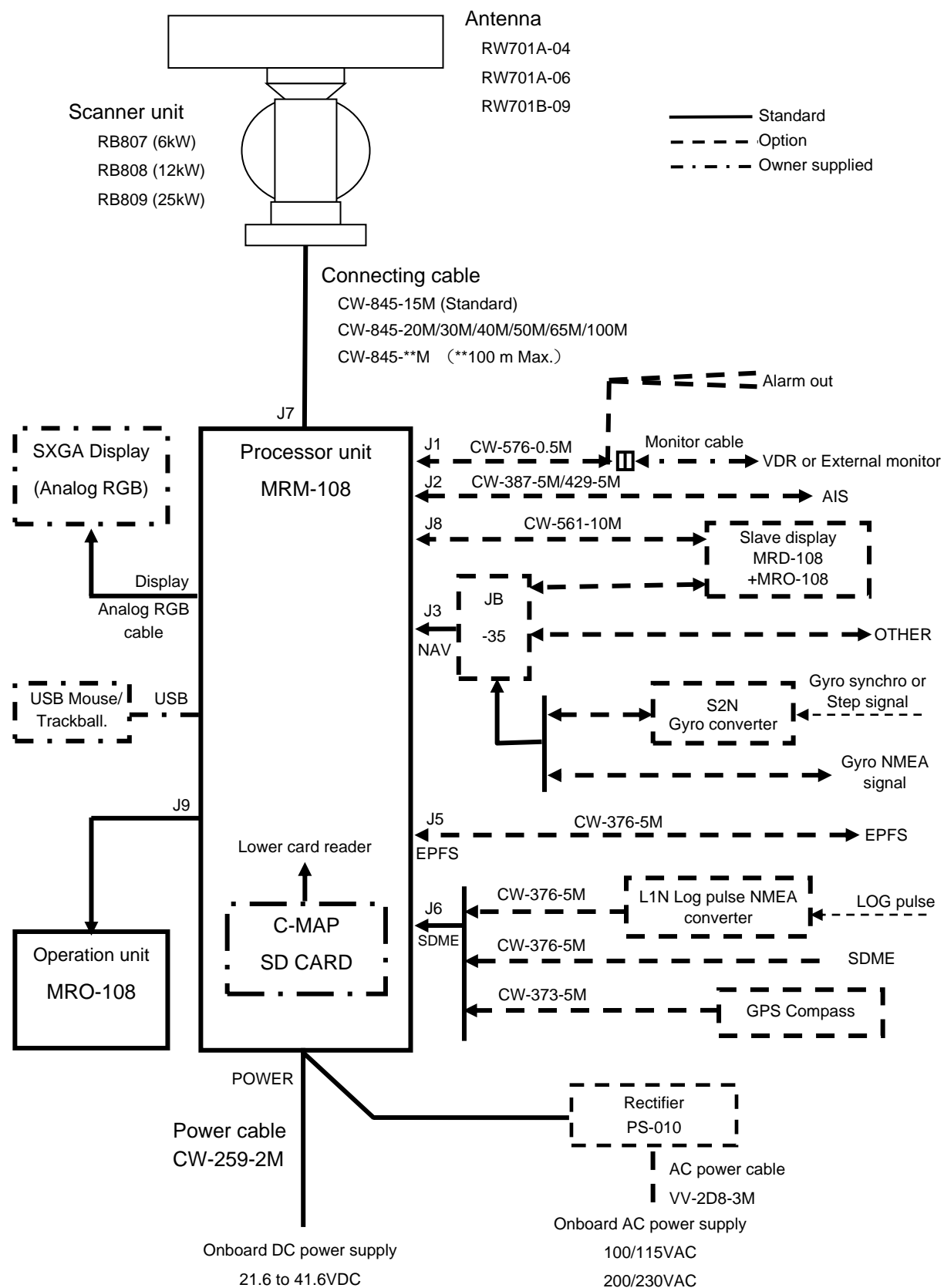
| No. | Name | Specification | Comment | Weight /Dimension /Quantity |
|-----|--|------------------------------------|---|---------------------------------|
| 1 | Gyro converter | S2N, U/N 9028C | qwerty-electronic | |
| 2 | Log pulse NMEA converter | L1N, U/N 9181A | qwerty-electronic 200pulse/NM only | |
| 3 | Gyro / Log interface | ADPC-101 | | 1.5 kg |
| 4 | Rectifier unit | PS-010 | 5A fuse attached | 3.5 kg |
| 5 | AC power cable | VV-2D8-3M | Without connectors on the both sides | 3 m |
| 6 | Junction box | JB-35 | With CW-376-5M | |
| 7 | Connecting cable | CW-373-* | With 6-pin water resistant connectors at both ends (cable for data) | 5 m, 10 m or 30 m |
| | | *: 5M, 10M or 30M | | |
| | | CW-374-5M ^{*NOTE} | With a 6-pin connector (1006 series) and a 6-pin water resistant connector (cable for data) | 5 m |
| | | CW-376-5M | With a 6-pin water resistant connector and one end plain (cable for data) | 5 m |
| | | CW-387-5M | With an 8-pin water resistant connector and one end plain (cable for AIS) | 5 m |
| | | CW-429-5M | With an 8-pin water resistant connector and one end plain (cable for AIS) | 5 m |
| | | CW-561- * | With 12-pin water resistant connectors at both ends (cable for remote display) | 10 m or 30 m |
| | | *: 10M or 30M | | |
| 8 | Antenna-Scanner unit and Display unit connecting cable | CW-576-0.5M | With a 10-pin water resistant connector and D-Sub connector (analog RGB) + Alarm out | 0.5 m |
| | | CW-401- * | Operation unit cable | 5 m or 10 m |
| | | *: 5M or 10M | | |
| | | CW-845-* | With connectors on both sides | 20m, 30m, 40m, 50m, 65m or 100m |
| | | *: 20M, 30M, 40M, 50M, 65M or 100M | | |
| | | CW-845-XM | | 100 m Max. (Designated) |

*NOTE: For European model, CW-374-5M is not included in the Option list.

2.5 MDC-7906/7912/7925 series system configuration



2.6 MDC-7006/7012/7025 series system configuration

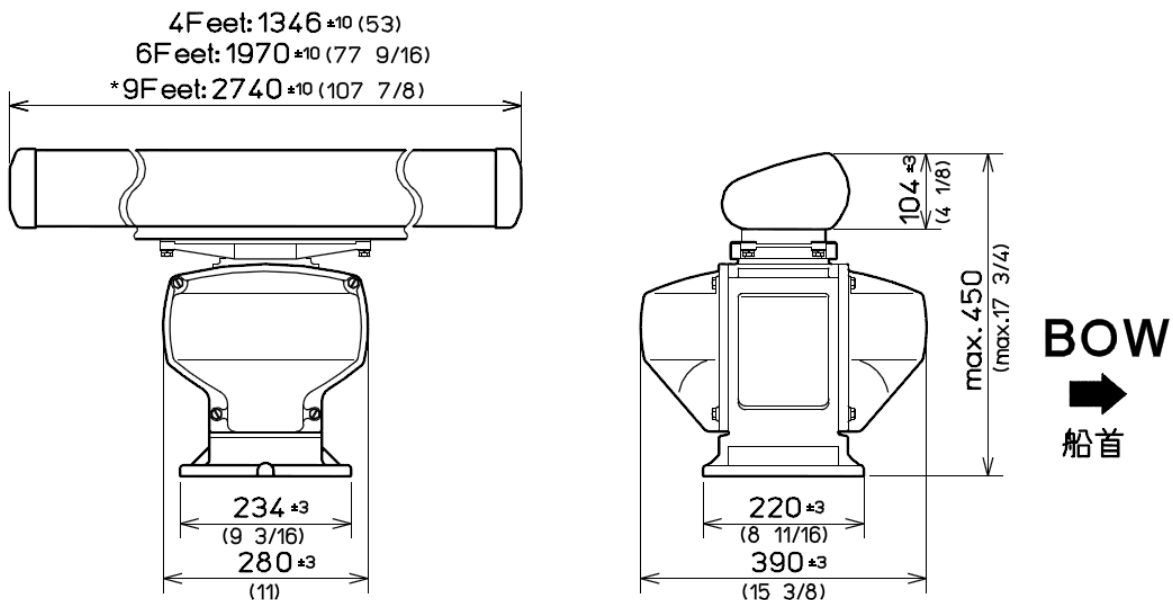


Chapter 3 Installation method

3.1 How to install the Antenna Scanner unit

External view and dimensions

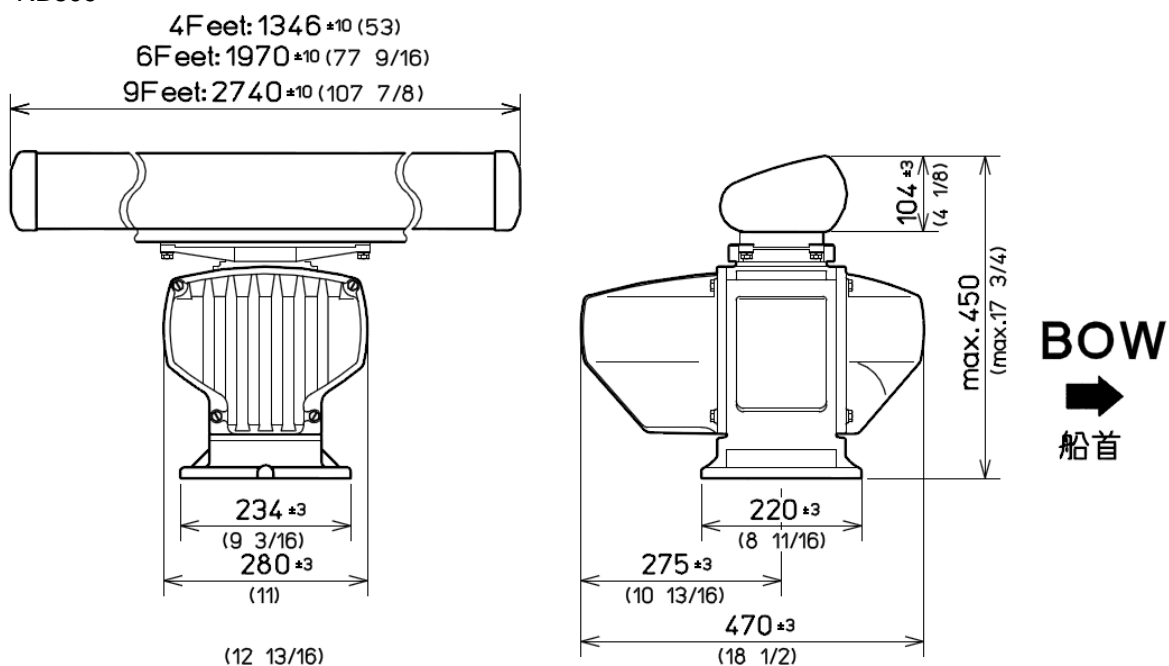
RB807/RB808



Weight : 24kg(53lb) : (RW701A-04)
26kg(57.5lb) : (RW701A-06)
30kg(66.5lb) : (RW701B-09)*

*9Feet (RW701B-09): For RB808 only

RB809



Weight : 26kg(57.5lb) : (RW701A-04)
28kg(62lb) : (RW701A-06)
32kg(71lb) : (RW701B-09)

Unit: mm (inch)

3.1.1 Installation of the Antenna Scanner unit

The Antenna Scanner unit is equipped to orient the notch of the attachment to stern as shown in Figure 3.1. Installation in this way eases maintenance work. Also refer to the consideration on equipment shown in 1.4.1.

- (1) Four mounting holes 14 mm in diameter are located on the mounting platform with reference to Figure 3.1.
- (2) The Antenna Scanner unit is secured with four 12 mm stainless steel bolts contained in installation material.

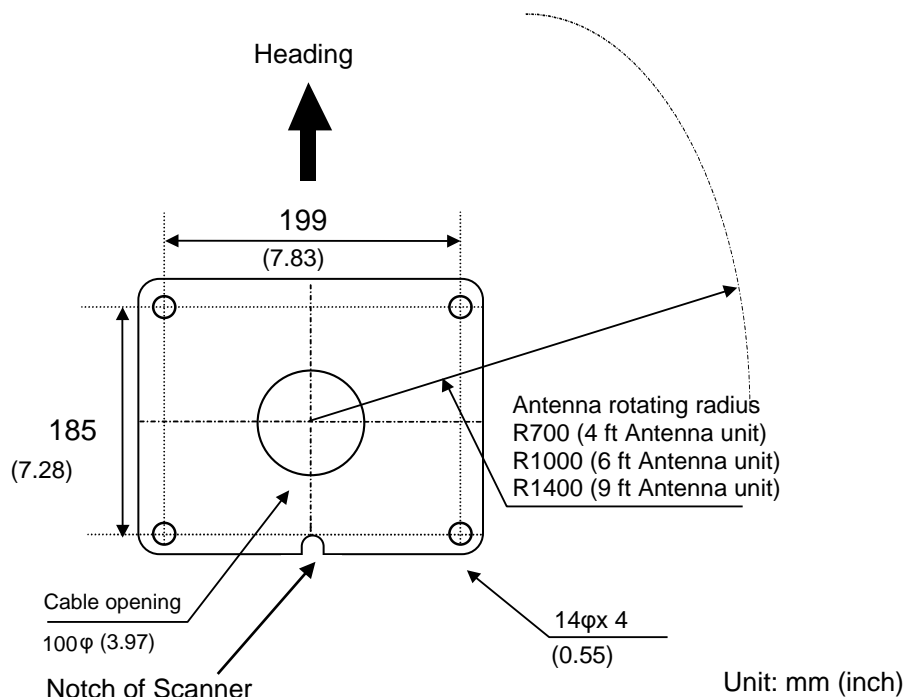


Figure 3.1 Plain view of mounting hole

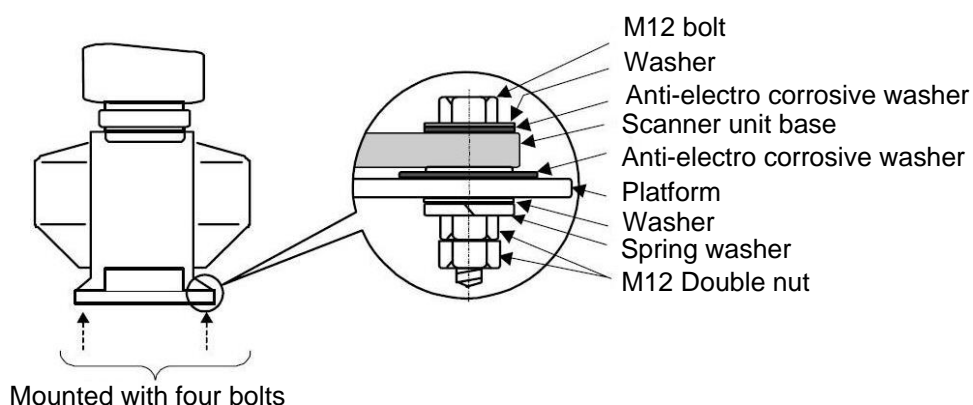


Figure 3.2 Assembly of Scanner unit base

3.1.2 Mounting the Antenna

- (1) Remove the protective cap on top of the Scanner unit rotational shaft.
- (2) Remove four bolts tentatively fixed to the base of the antenna and install the Scanner unit to the rotating base. Align the direction of antenna radiation side (KODEN –mark side) with the projection mark on the rotating base.
- (3) Fix the aerial with four bolts removed in step 2.

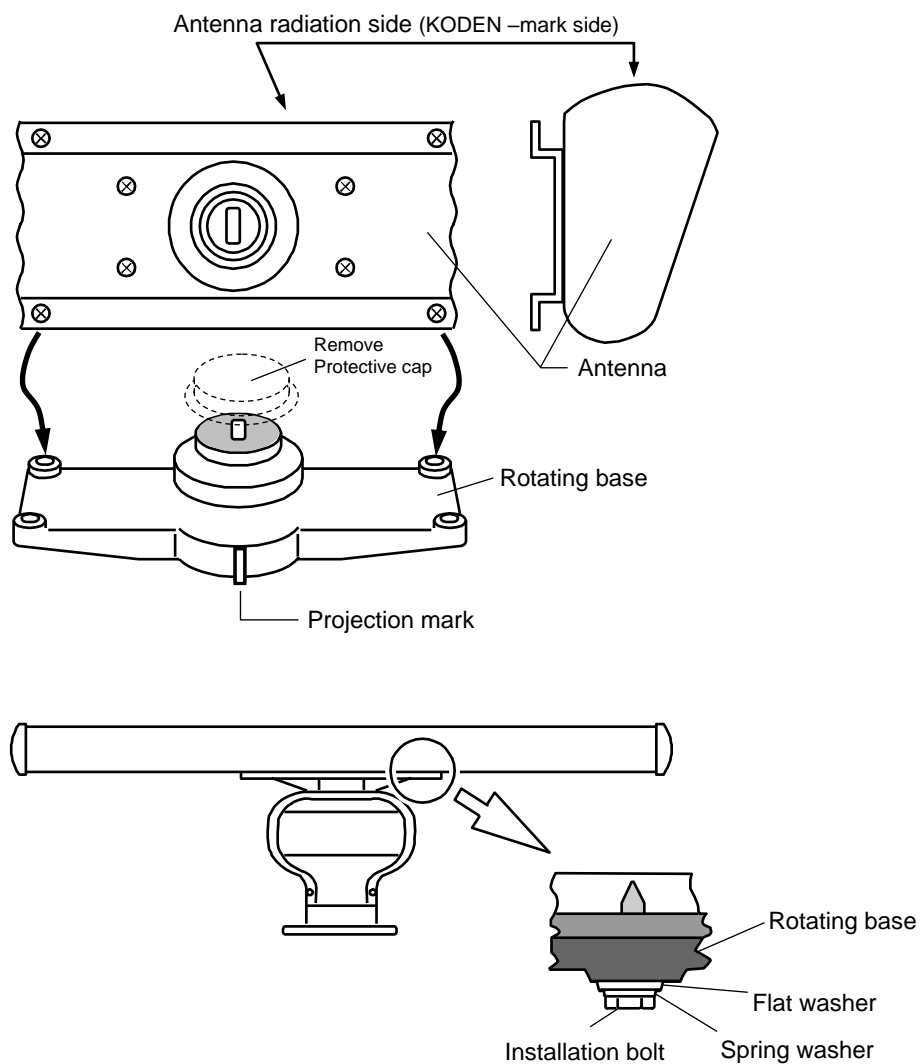


Figure 3.3 Antenna assembly to the rotating shaft

3.1.3 Installation of the connecting cable CW-845-xxM

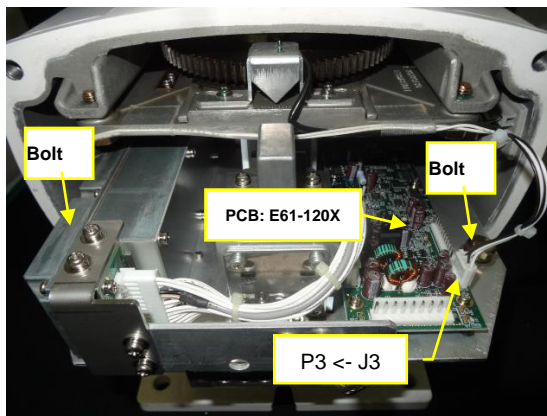
3.1.3.1 Scanner unit 6kW (RB807)

Make sure the radar system is turned off.



- 1) Remove back cover by loosening four fixing bolts.

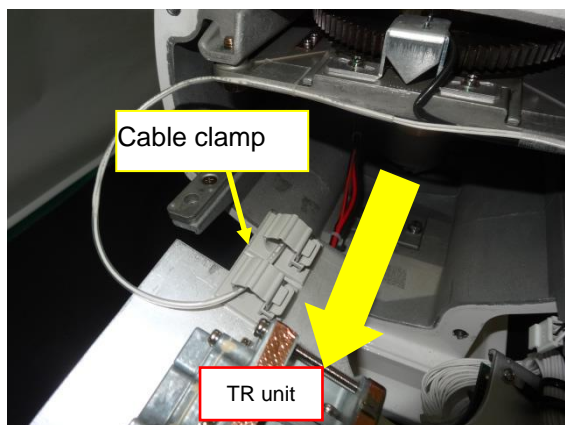
(Tool: Wrench 13mm)



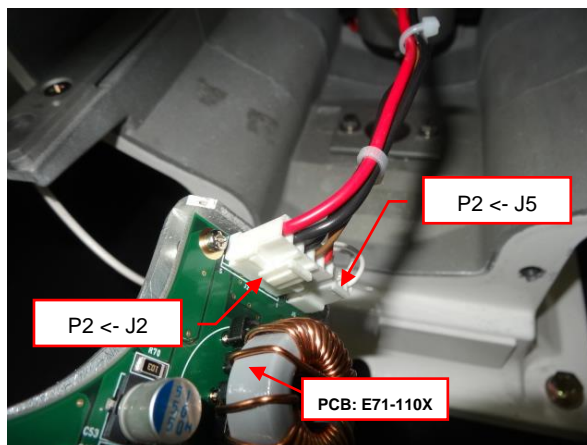
- 2) Disconnect connector P3 from J3 [E61-120X].

Remove the two fixing bolts.

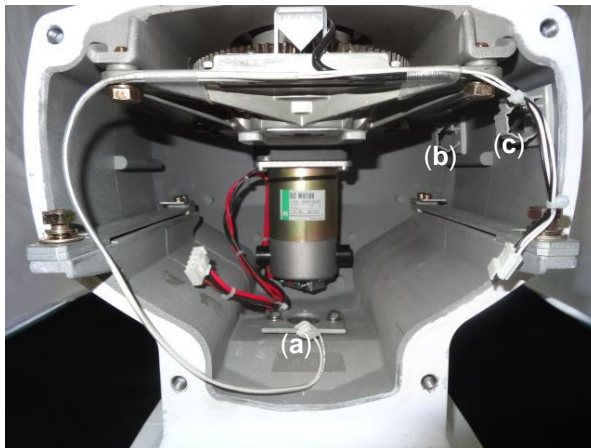
(Tool: Wrench 13mm)



- 3) Pull out the TR unit, remove the cable clamp.

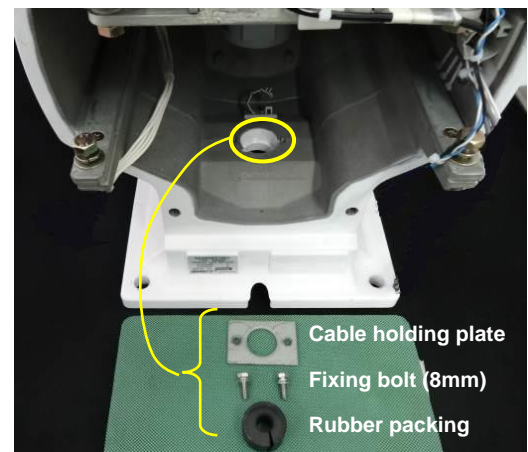


- 4) Disconnect connector P2 from J2 and P2 from J5.



5) This picture is the view of scanner unit housing.

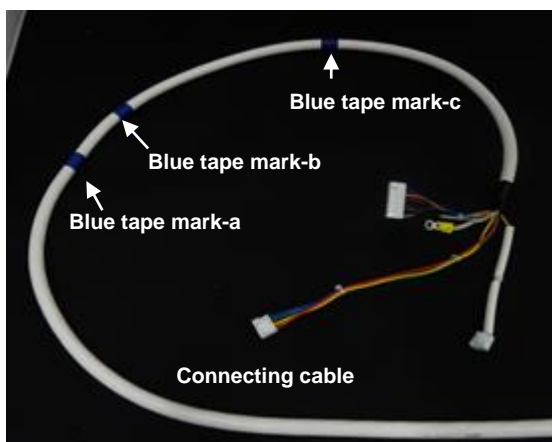
- (a) Cable holder plate
- (b) Cable clamp-b
- (c) Cable clamp-c



6) Remove two fixing bolts.

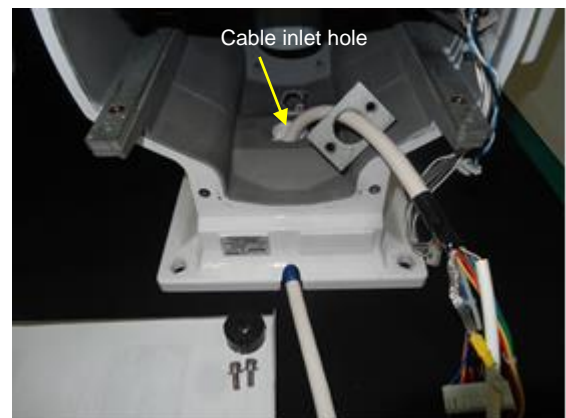
(Tool: Wrench 8mm)

Remove the cable holding plate and rubber packing.



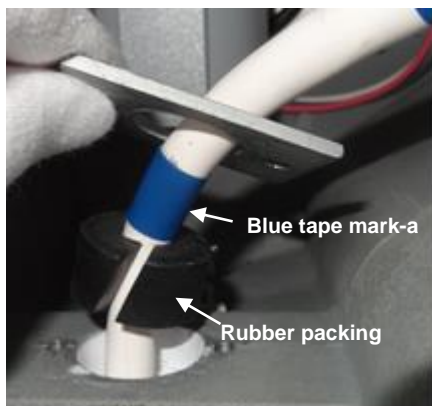
7) The connecting cable CW-845-xxM

Blue tapes are wound as a mark on the cable.



8) Pull in the connecting cable into the scanner unit through the cable inlet hole

Guide the cable to the cable holding plate.



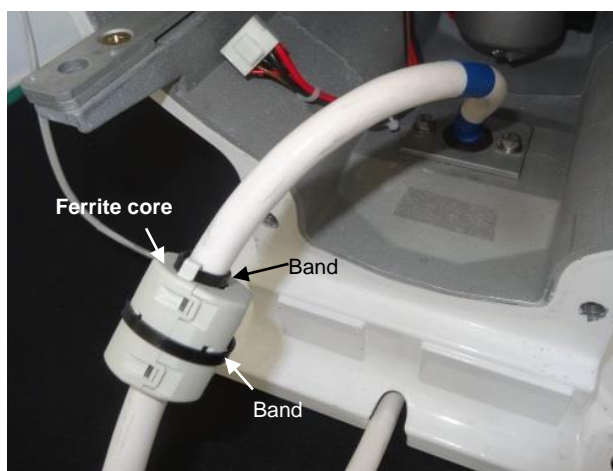
9) Attach rubber packing to the blue tape mark-a.



10) Attach cable holding plate and fix it with two bolts.
(Tool: Wrench 8mm)

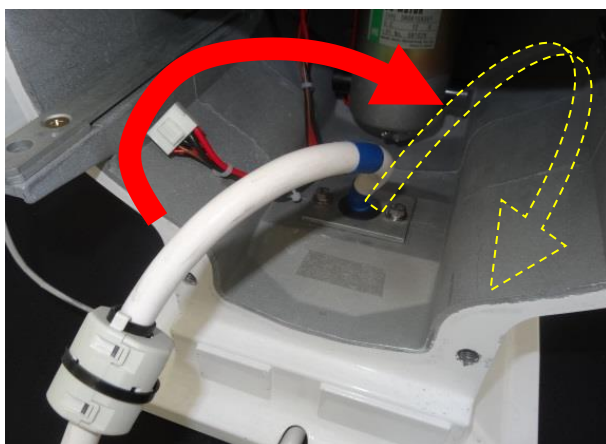


11) Attach the ferrite core from blue tape-b to 10cm end.

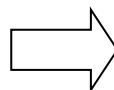


12) Secure the ferrite core in place by using provided bands.

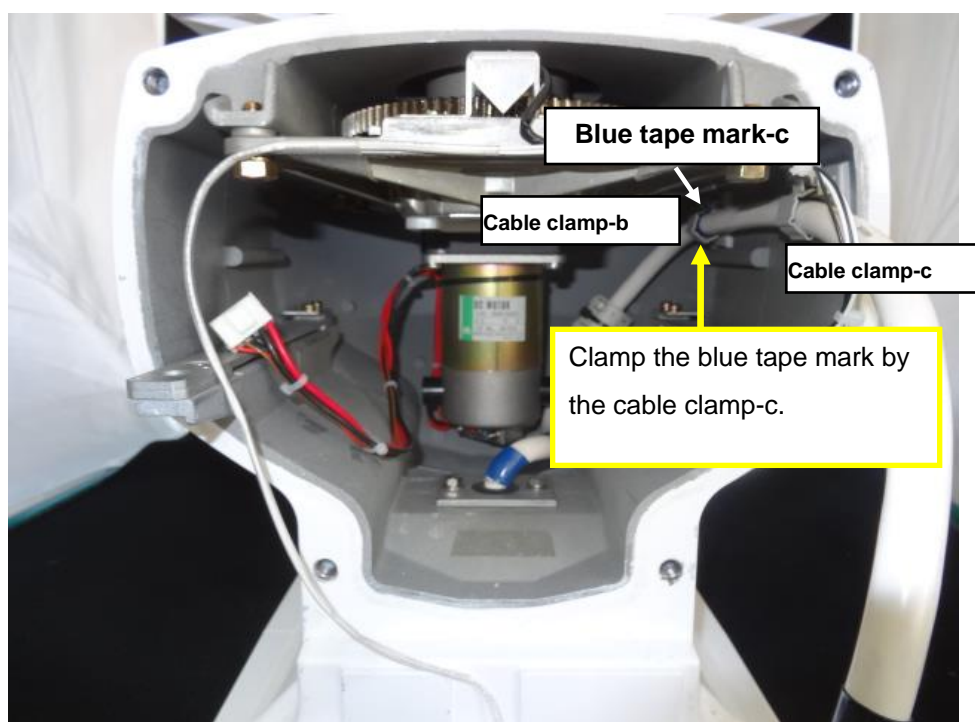
Note: The ferrite core and the bands are included with the installation material.



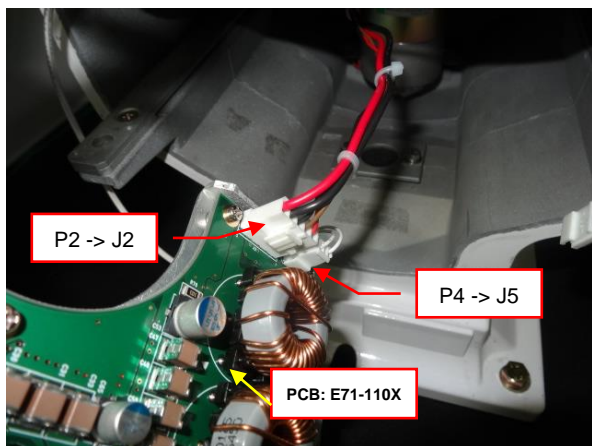
13) The cable placed in the far right under the motor.



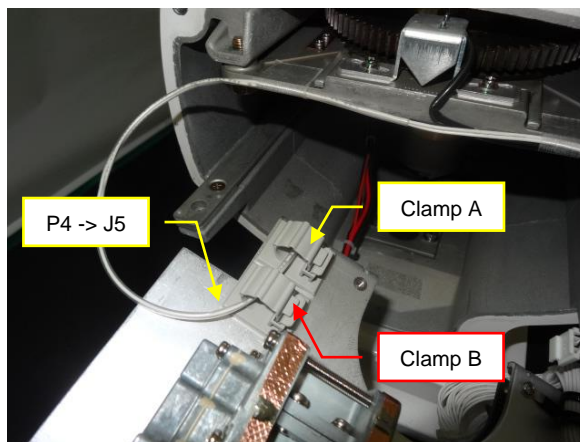
14) Clamp the cable by the cable clamp-b.



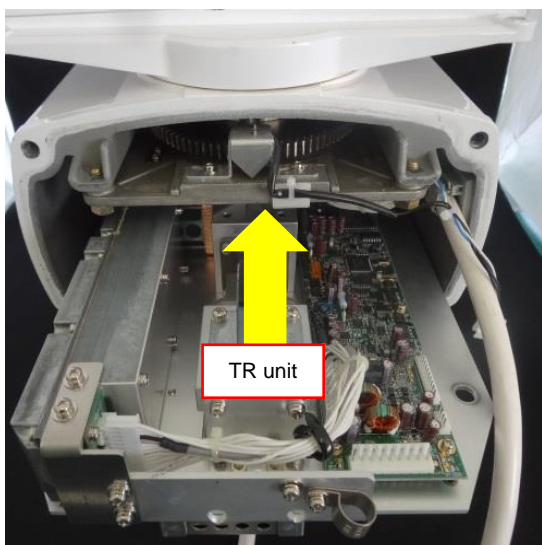
15) This picture is the view of the cable layout.
Clamp the blue tape mark-c by the cable clamp-c.



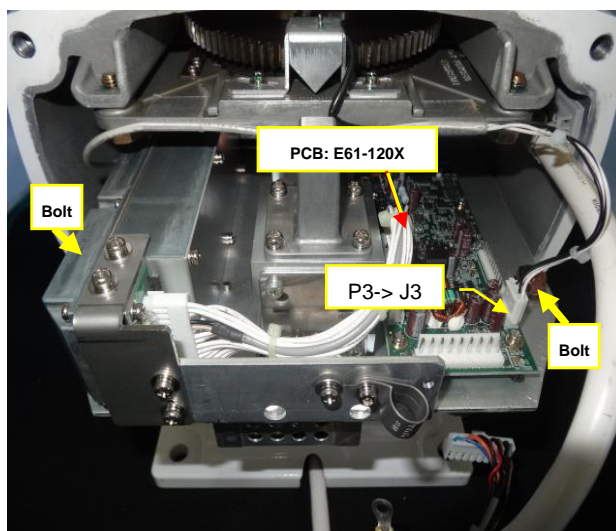
16) Connect connector P2 to J2 and P4 to J5.
[PCB E71-110X].



17) Through the P4 to J5 to clamp A and B.

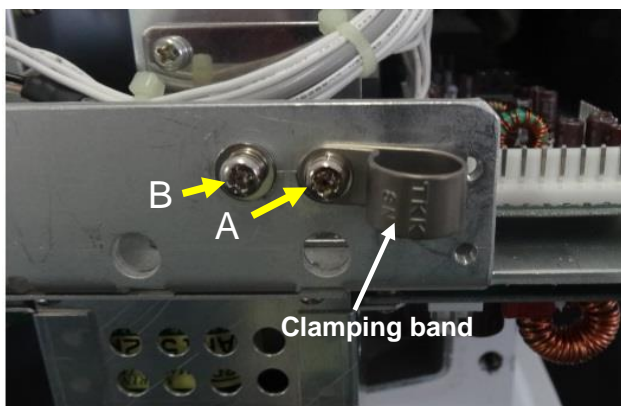


18) Insert TR unit in the scanner unit
housing.

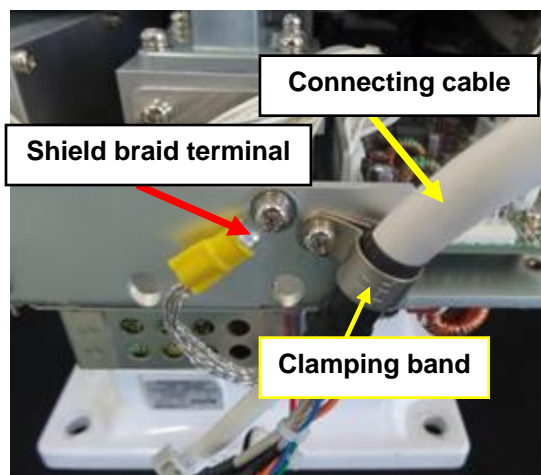


19) Connect connectors P3 to J3 [PCB E61-120X]

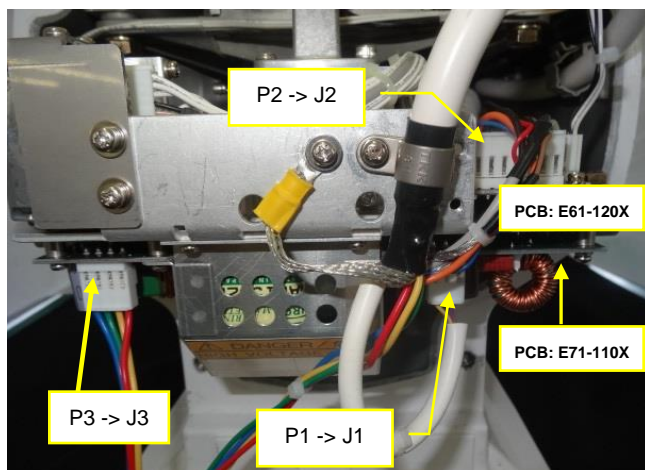
Fix the two fixing bolts.
(Tool: Wrench 13mm)



20) Remove the screw-A and the screw-B.



21) Clamp the connecting cable by the clamping band and fix with screw-A.
Fix the shield braid terminal with screw-B.



22) Connect connector P2 to J2 [PCB E61-120x].
Connect the connectors P1 and P3 to J1 and J3 [PCB E71-110X].



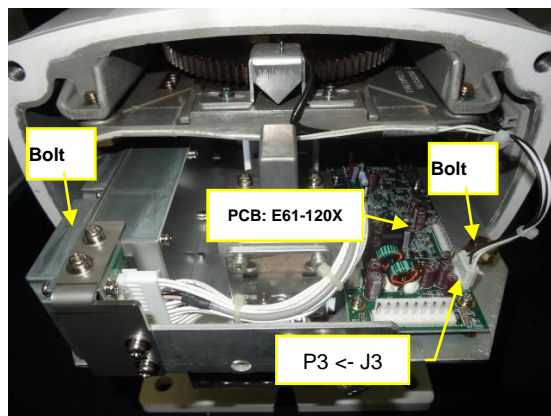
23) Attach the back cover by tightening four fixing bolts.
(Tool: Wrench 13mm)

3.1.3.2 Scanner unit 12kW (RB808)

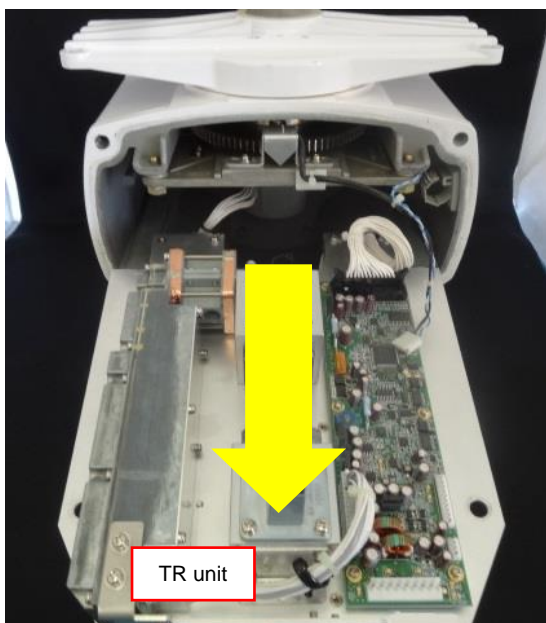
Make sure the radar system is turned off.



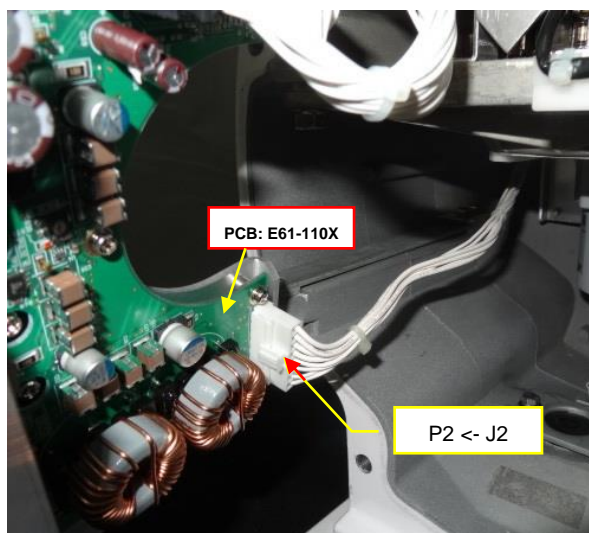
- 1) Remove back cover by loosening four fixing bolts.
(Tool: Wrench 13mm)



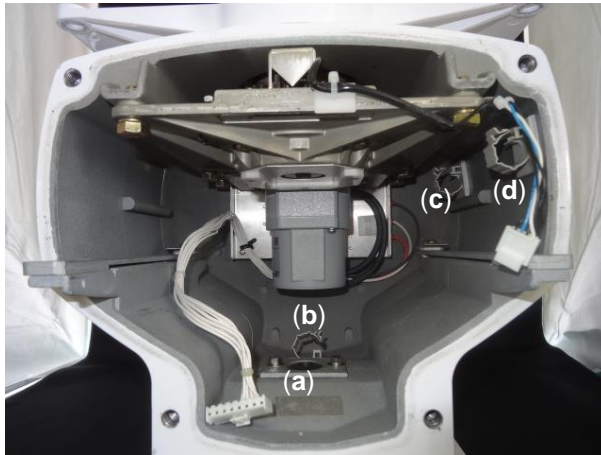
- 2) Disconnect connector P3 from J3 [E61-120X].
Remove the two fixing bolts.
(Tool: Wrench 13mm)



- 3) Pull out the TR unit.

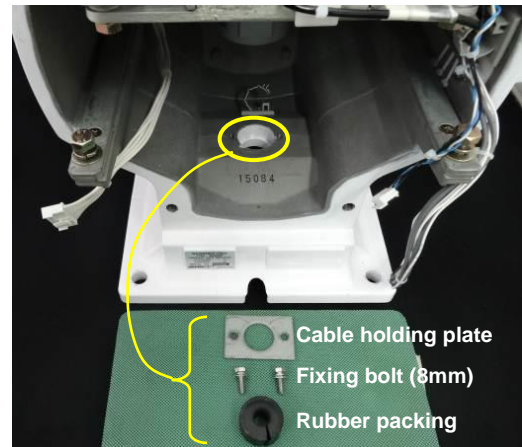


- 4) Disconnect connector P2 from J2 [E61-110X].



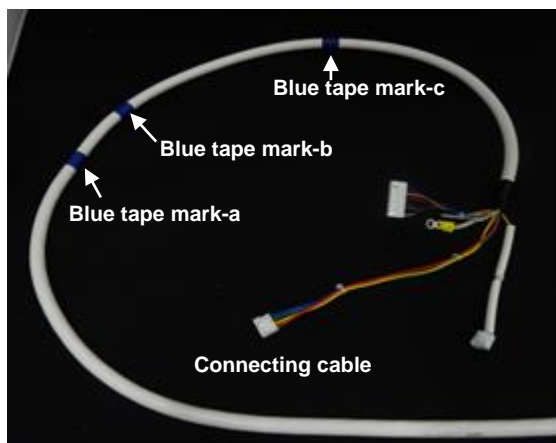
5) This picture is the view of the inside of the scanner unit housing.

- (a) Cable holding plate
- (b) Cable clamp-b
- (c) Cable clamp-c
- (d) Cable clamp-d

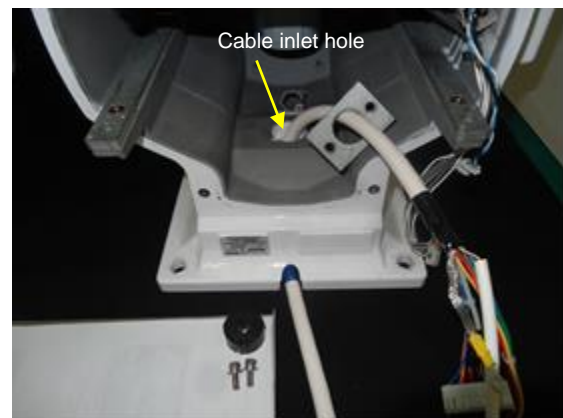


6) Remove two fixing bolts.
(Tool: Wrench 8mm)

Remove the cable holding plate and rubber packing.

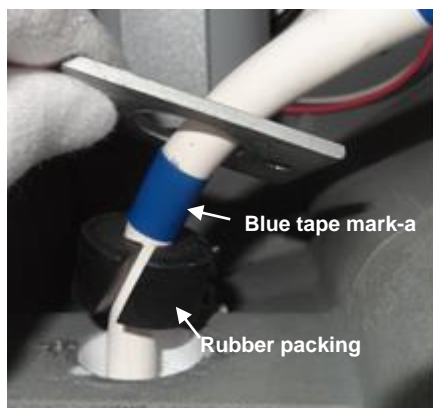


7) The connecting cable CW-845-xxM
Blue tapes are wound as a mark on the cable.



8) Pull in the connecting cable into the scanner unit through the cable inlet hole.

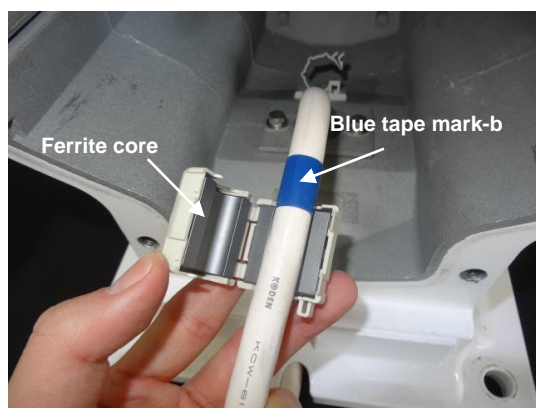
Guide the cable to the cable holding plate.



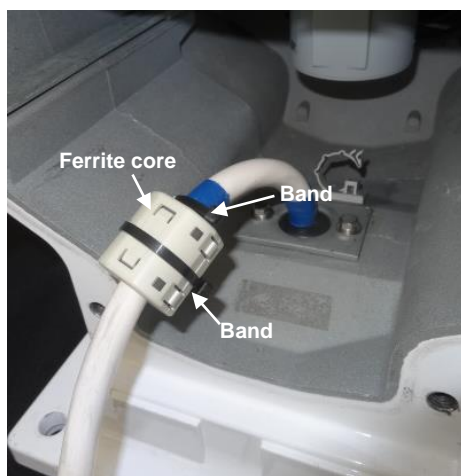
9) Attach rubber packing to the blue tape Mark-a.



10) Attach cable holding plate and fix it with two bolts.
(Tool: Wrench 8mm)

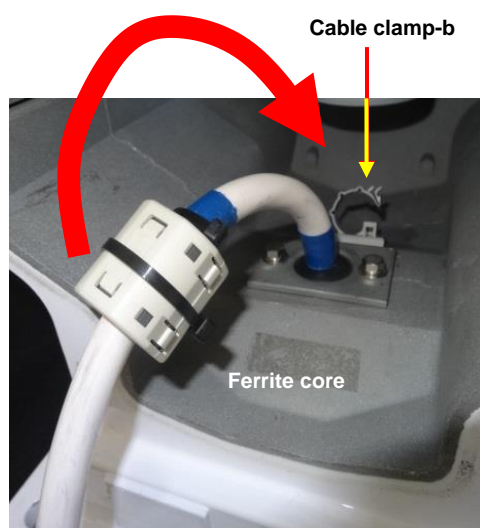


11) Attach the ferrite core to side of the blue tape mark-b.

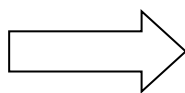


12) Secure the ferrite core in place by using provided bands.

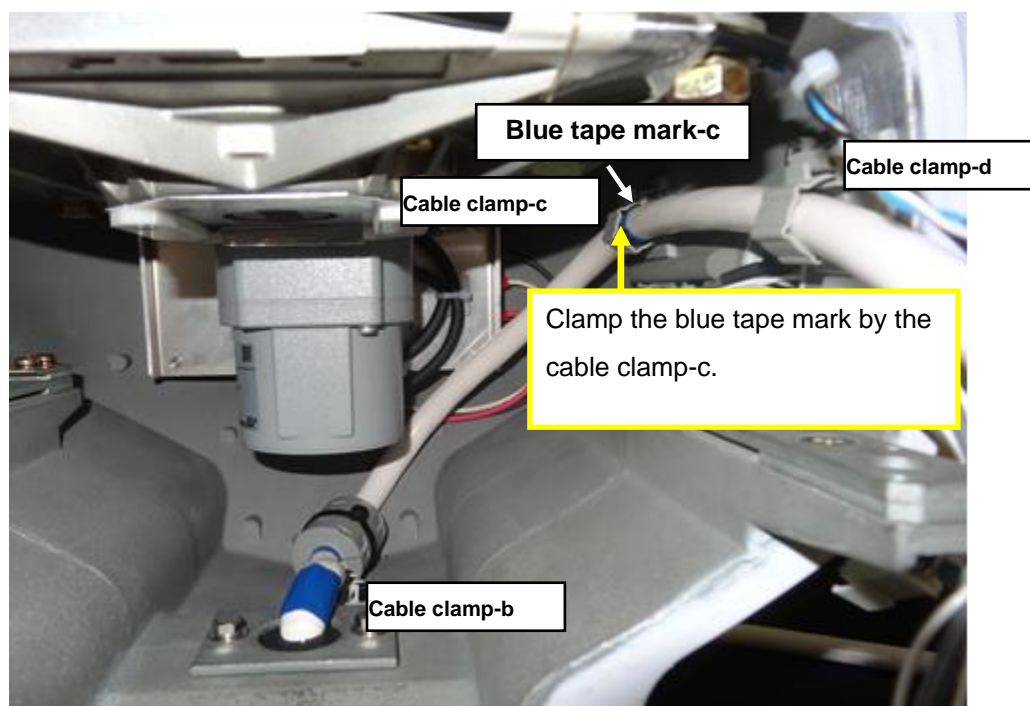
Note: The ferrite core and the bands are included with the installation material.



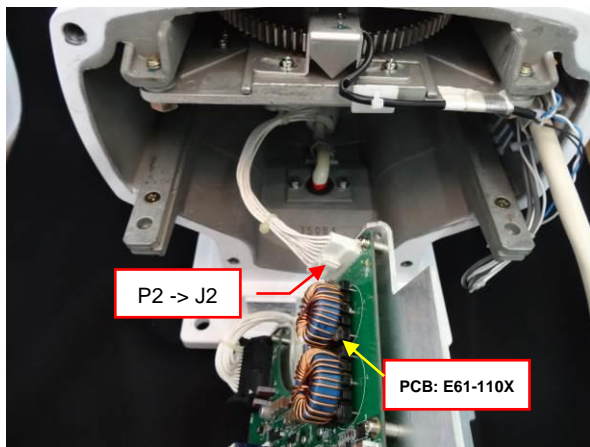
- 13) Tilt the cable with the ferrite core toward the cable clamp-b.



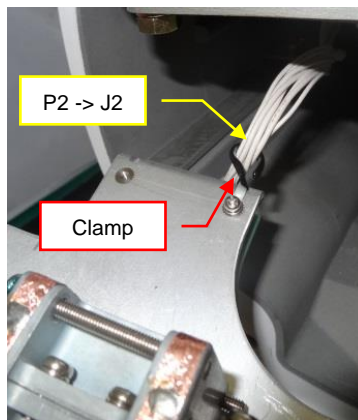
- 14) Clamp the cable by the cable clamp-b.



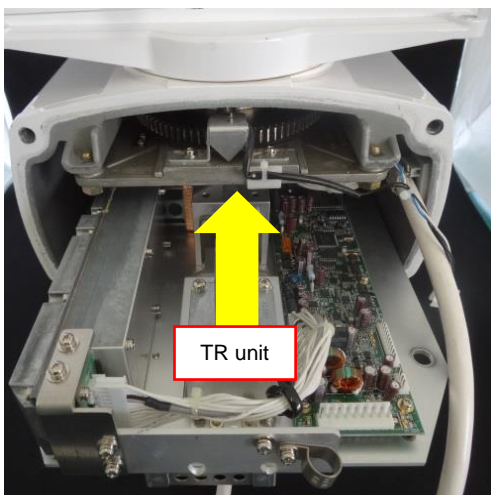
- 15) This picture is the view of the cable layout.
Clamp the blue tape mark-c by the cable clamp-c.



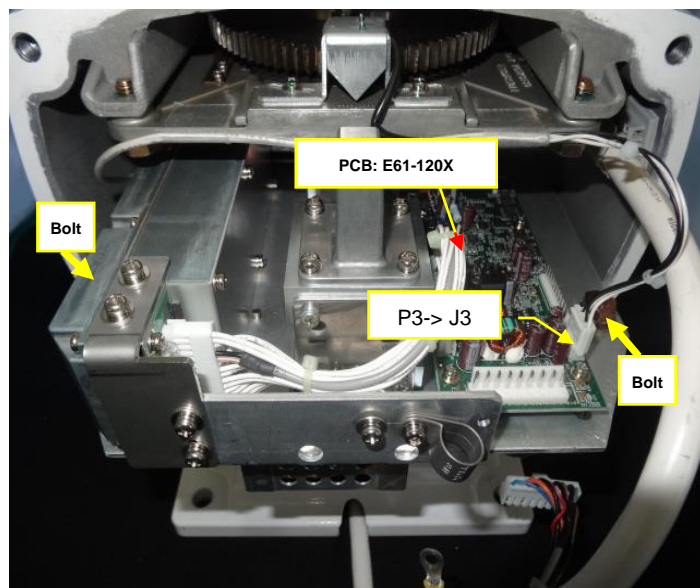
16) Connect connector P2 to J2
[PCB E61-110X].



17) Hook the P2 to J2 to the clamp.

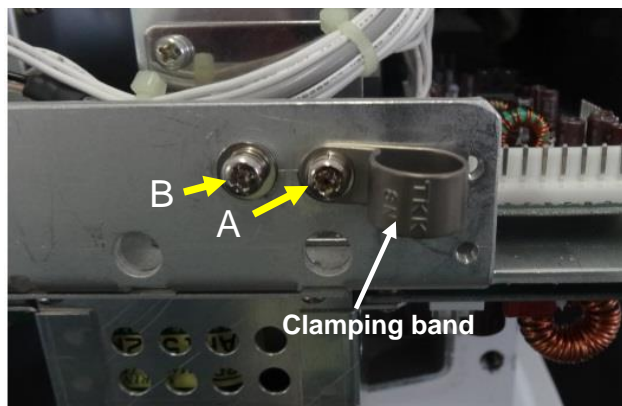


18) Insert TR unit in the scanner unit
housing.

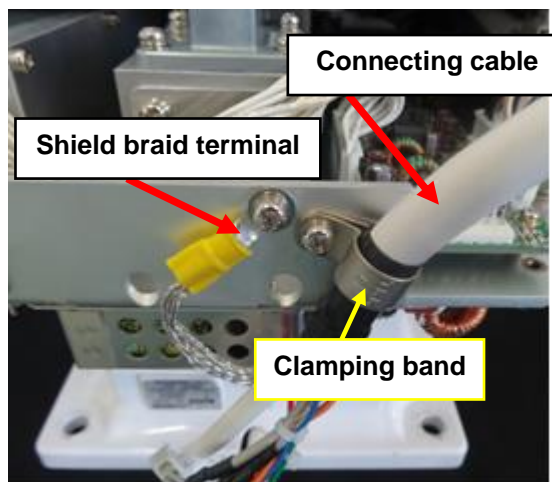


19) Connect connectors P3 to J3 [PCB E61-120X]

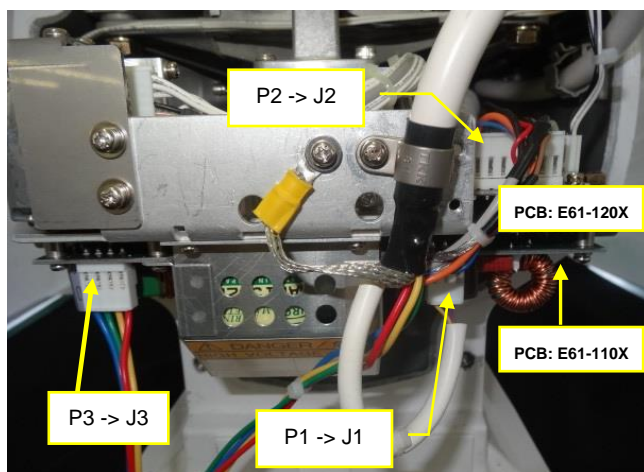
Fix the two fixing bolts.
(Tool: Wrench 13mm)



20) Remove the screw-A and the screw-B.



21) Clamp the connecting cable by the clamping band and fix with screw-A.
Fix the shield braid terminal with screw-B.



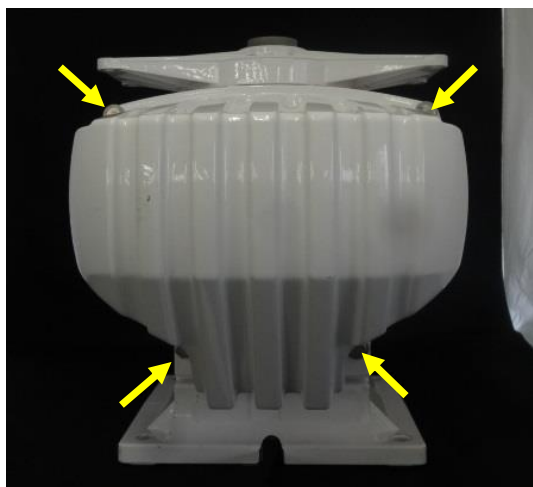
22) Connect connector P2 to J2 [PCB E61-120x].
Connect the connectors P1 and P3 to J1 and J3 [PCB E61-110X].



23) Attach the back cover by tightening four fixing bolts.
(Tool: Wrench 13mm)

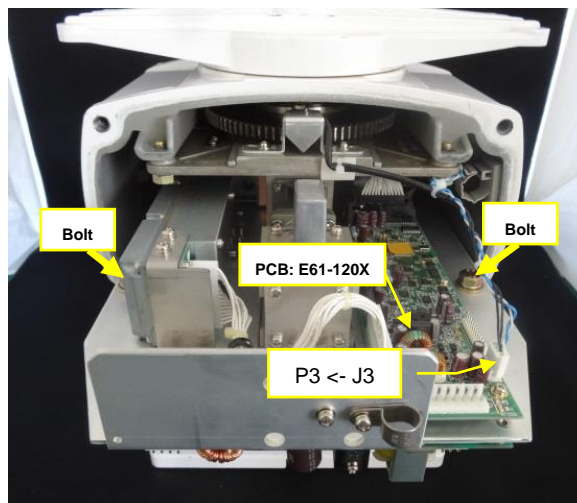
3.1.3.3 Scanner unit 25kW (RB809)

Make sure the radar system is turned off.



- 1) Remove the back cover by loosening four fixing bolts.

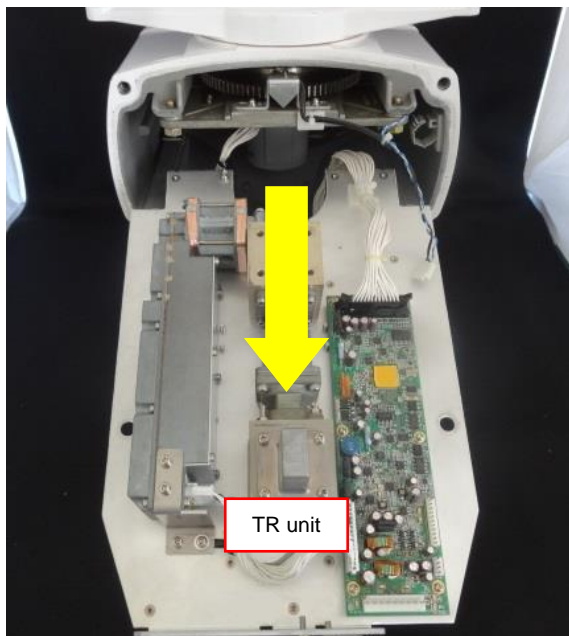
(Tool: Wrench 13mm)



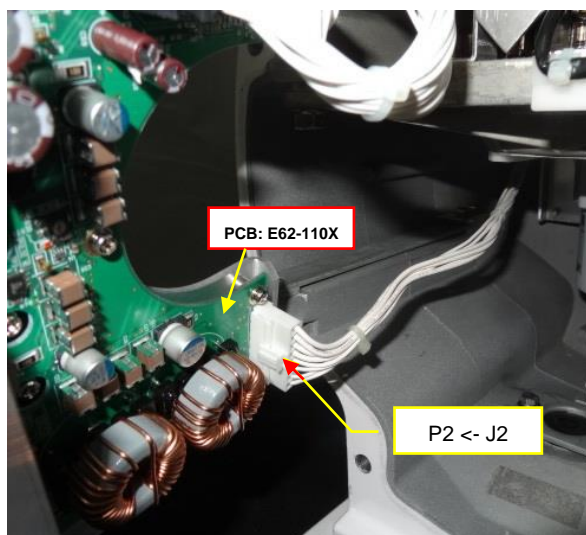
- 2) Disconnect connector P3 from J3 [E61-120X].

Remove the two fixing bolts.

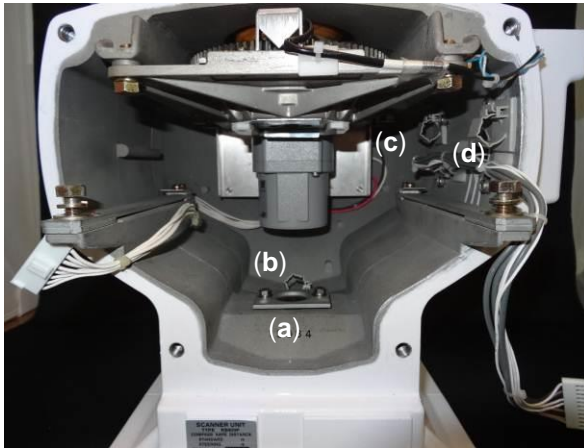
(Tool: Wrench 13mm)



- 3) Pull out the TR unit.

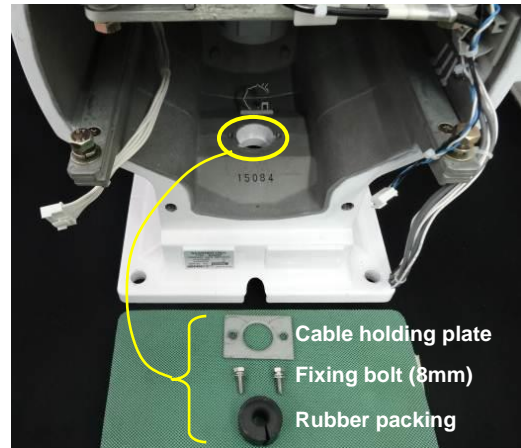


- 4) Disconnect connector P2 from J2 [E62-110X].



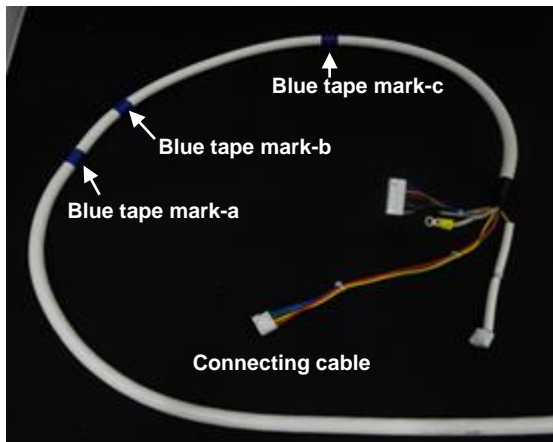
5) This picture is the view of the inside of the scanner unit housing.

- (a) Cable holding plate
- (b) Cable clamp-b
- (c) Cable clamp-c
- (d) Cable clamp-d

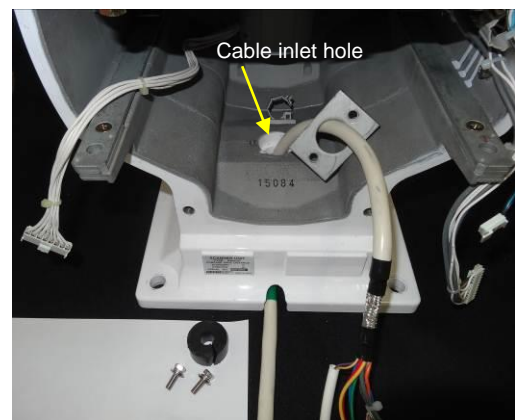


6) Remove the fixing two bolts.
(Tool: Wrench 8mm)

Remove cable holding plate and rubber packing.

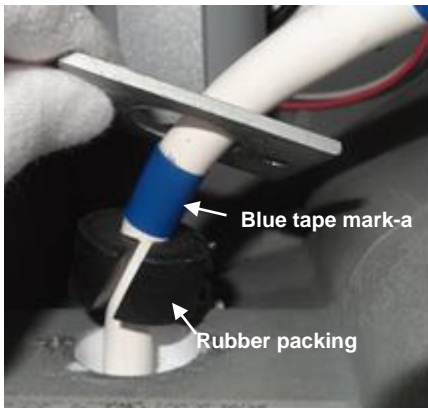


7) The connecting cable CW-845-xxM
Blue tapes are wound as a mark on the cable.



8) Pull into the inside of the scanner unit housing through the cable inlet hole.

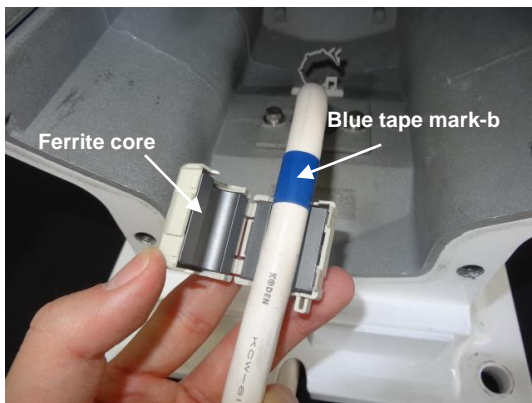
Guide the cable to the cable holding plate.



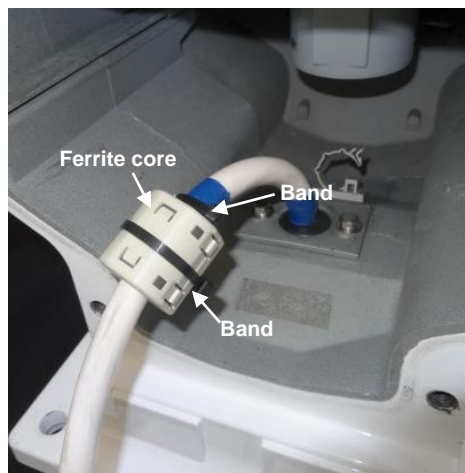
9) Attach rubber packing to the blue tape Mark-a.



10) Attach cable holding plate and fix it with two bolts.
(Tool: Wrench 8mm)

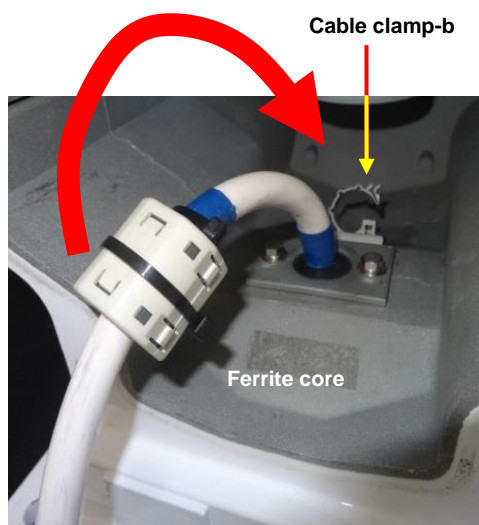


11) Attach the ferrite core to side of the blue tape mark-b.

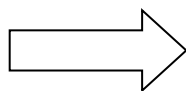


12) Secure the ferrite core in place by using provided bands.

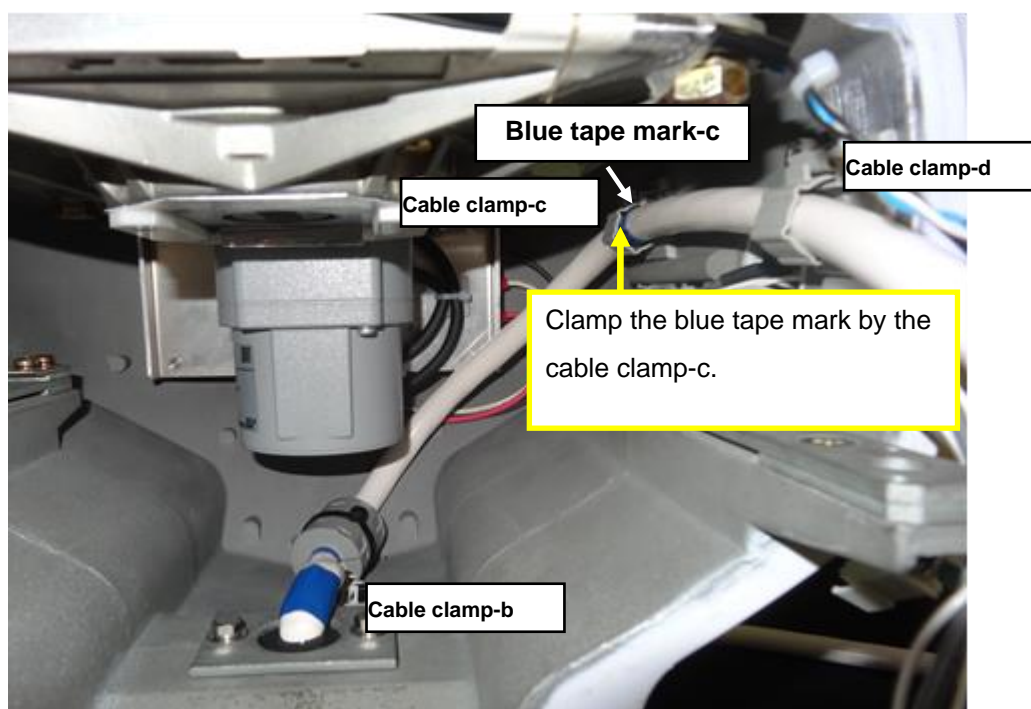
Note: The ferrite core and the bands are included with the installation material.



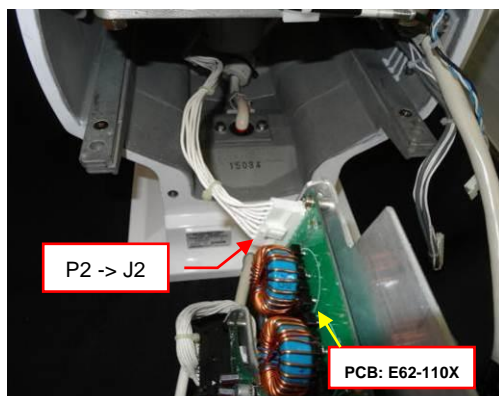
13) Tilt the cable with the ferrite core toward the cable clamp-b.



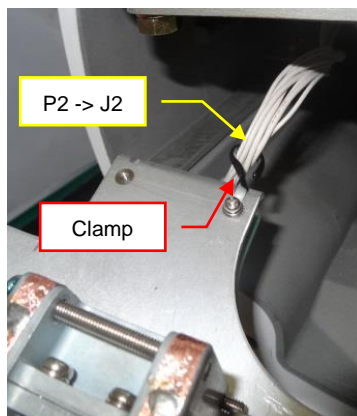
14) Clamp the cable by the cable clamp-b.



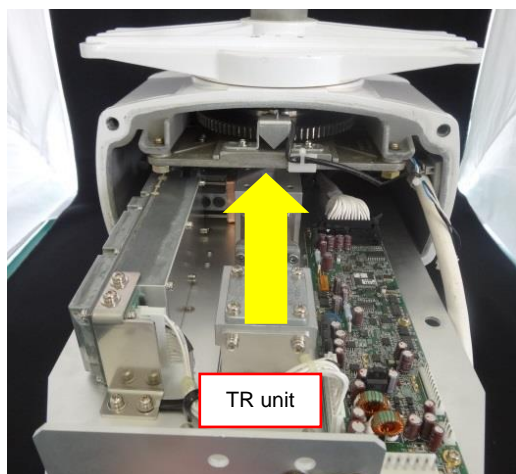
15) This picture is the view of the cable layout.
Clamp the blue tape mark-c by the cable clamp-c.



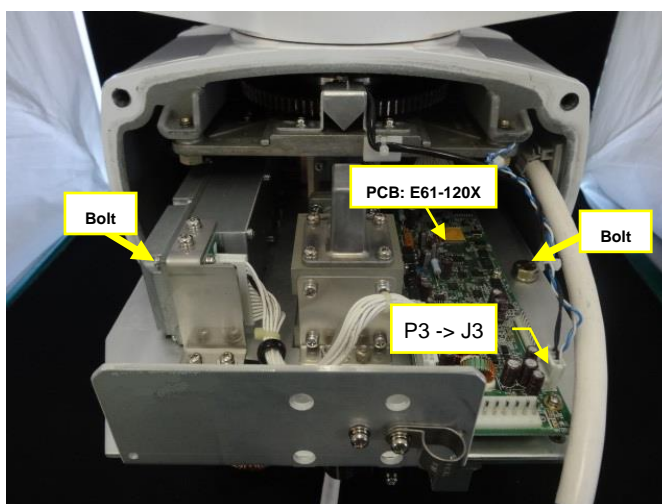
16) Connect connector P2 to J2
[PCB 62-110X].



17) Hook the P2 to J2 to the clamp.

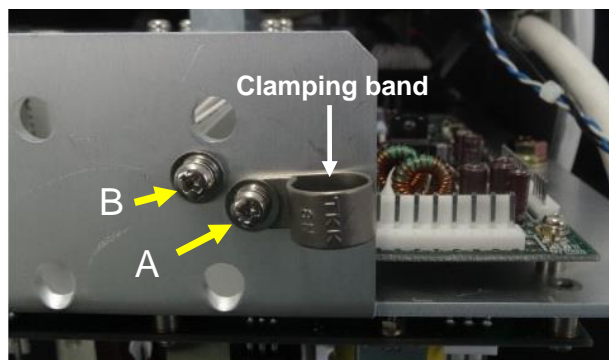


18) Insert the TR unit in the scanner unit
housing.

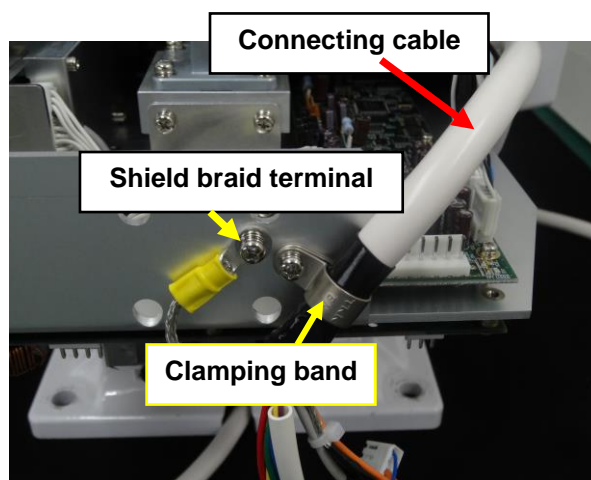


19) Connect connector P3 to J3 [PCB E61-120X].

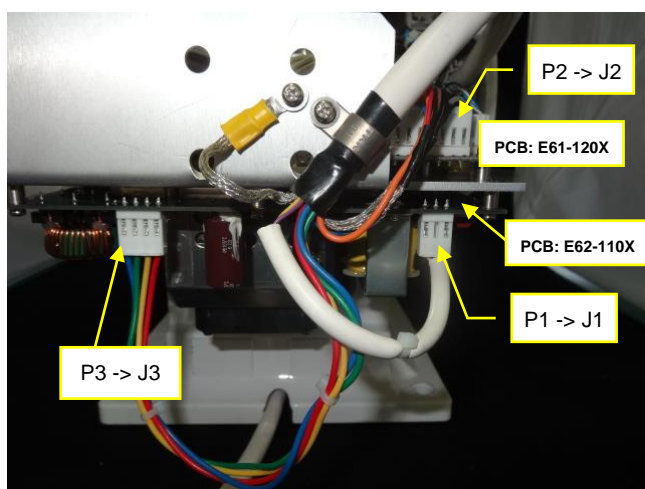
Fix the two fixing bolts.
(Tool: Wrench 13mm)



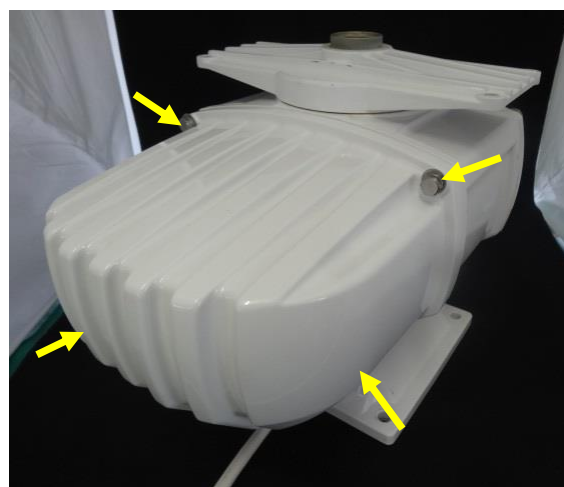
20) Remove screw-A and screw-B.



21) Clamp the connecting cable by the clamping band and fix with screw-A. Fix the shield braid terminal with screw-B.



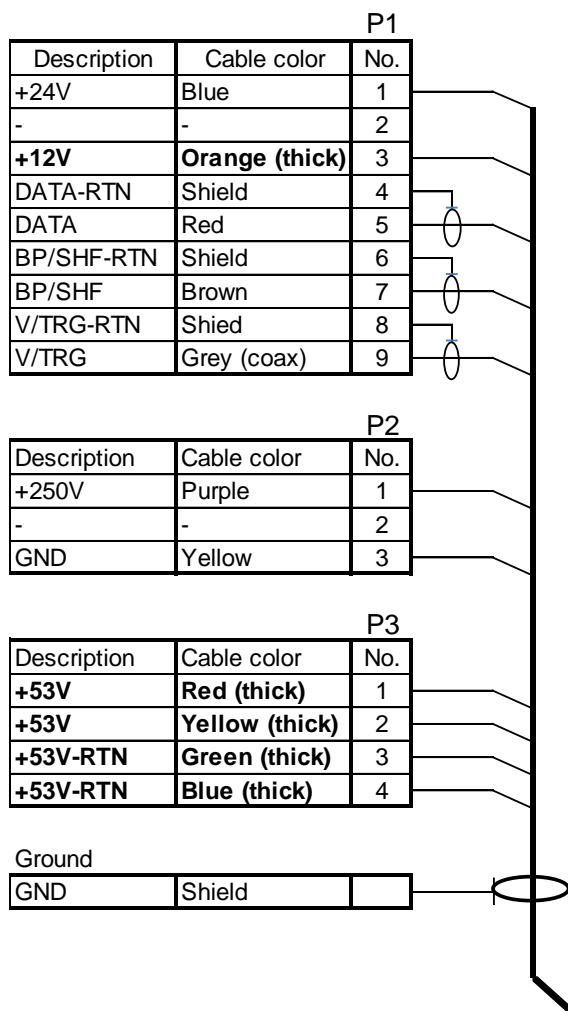
22) Connect connector P2 to J2 [PCB E61-120x].
Connect connectors P1 and P3 to J1 and J3 [PCB E62-110X].



23) Attach the back cover by tightening four fixing bolts.
(Tool: Wrench 13mm)

3.2 Interconnection diagram of cable

Antenna-Scanner unit



Display unit

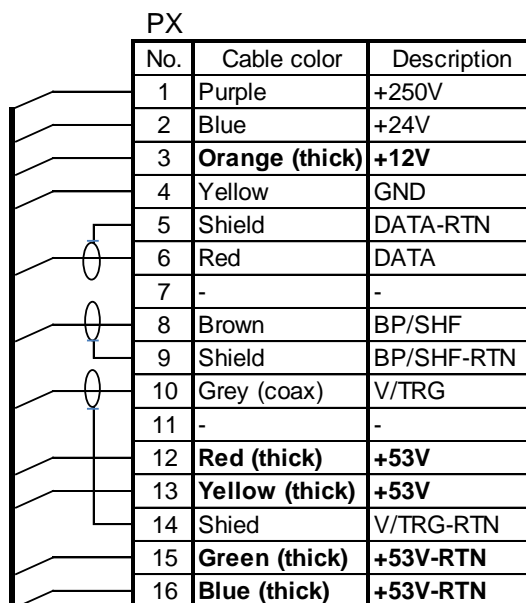


Figure 3.4 Interconnection of cable between Antenna-Scanner unit and Display unit

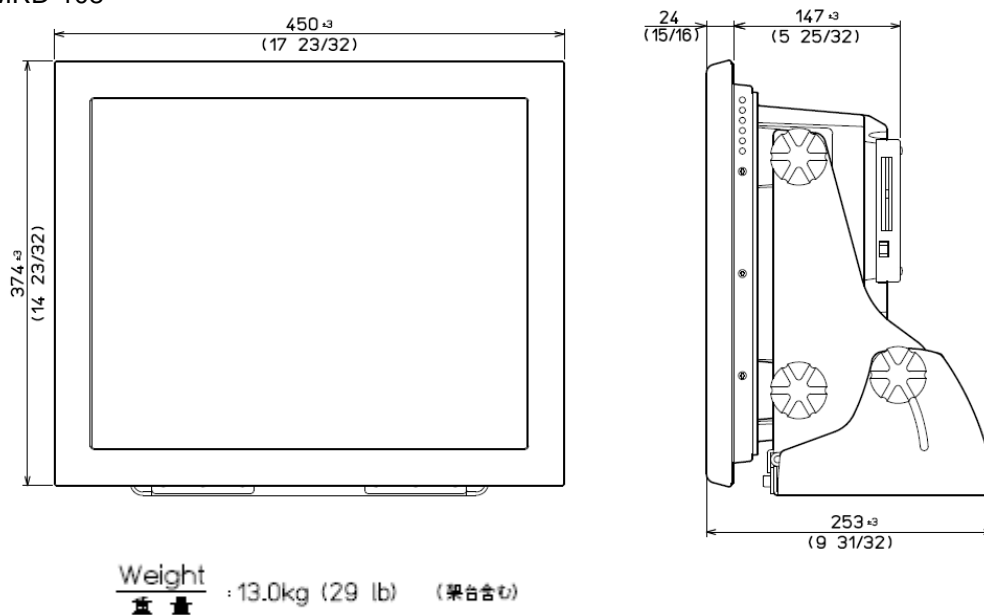
3.3 Installation of the Display unit

The Display unit can be mounted tabletop or panel flush mount using following procedures.

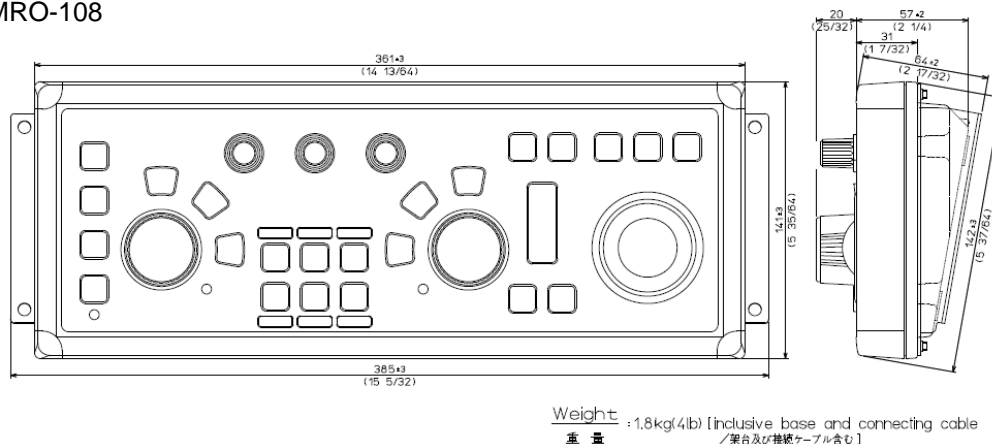
Install the Display unit so that when user is looking ahead, the lookout view is not obscured. The orientation of the Display unit should be such that the user is looking ahead. The lookout view should not be obscured and the ambient light should cause minimum degradation on the display.

External view and dimensions

MRD-108

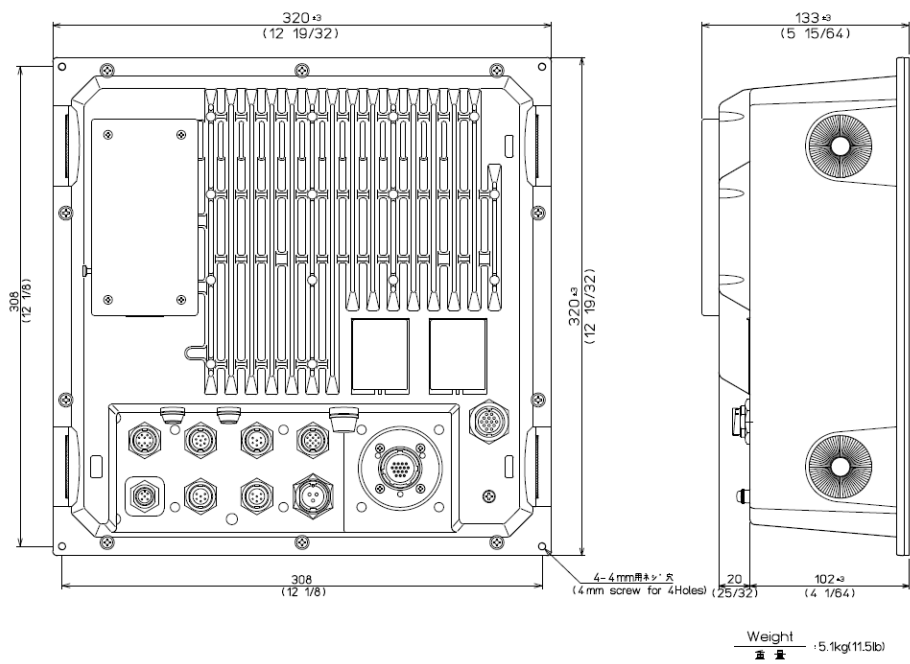


MRO-108



Unit: mm (inch)

MRM-108



Unit: mm (inch)

3.3.1 Installation of MRD-108

3.3.1.1 Tabletop mounting of MRD-108

- (1) Remove four knob bolts from which the Display unit is secured on the mounting bracket.
- (2) Remove the Display unit from the mounting bracket and put it on a stable, flat and horizontal place.
- (3) Place the mounting bracket in the appropriate setting position and secure it with five M5 screws.
- (4) Remount the Display unit on the mounting bracket and secure it with knob bolts which were removed in (1)

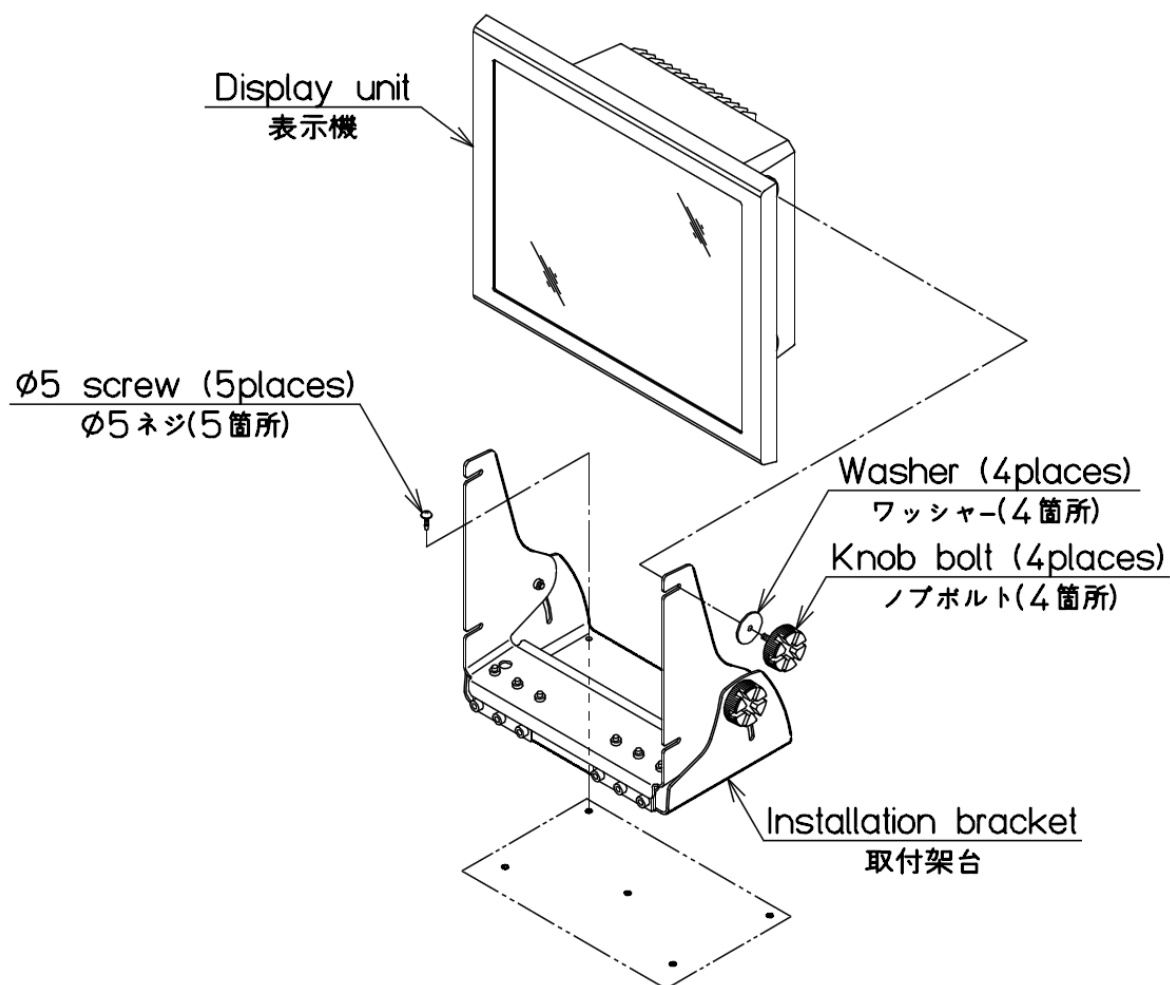
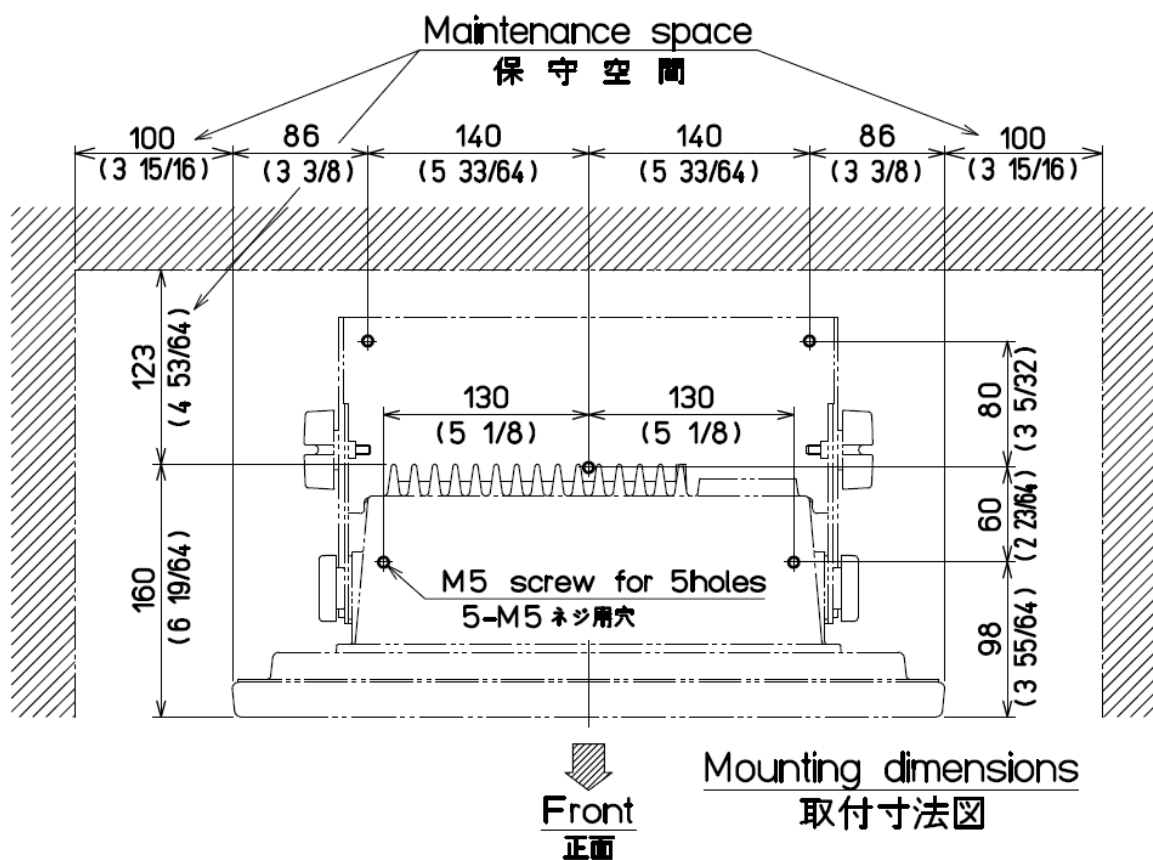


Figure 3.5 Diagram of installation procedure on the table

Note: In Tabletop mounting position, some maintenance space is required for cabling, connector access, fuse replacement, fastening of bolts, etc. as shown in the following figure.



Unit: mm (inch)

Figure 3.6 Maintenance space necessary for tabletop display

3.3.1.2 Flush mounting for MRD-108

Preparation:

(1) Cut an opening and drill eight 4.5 mm holes as shown in Figure 3.7, for attachment of a Display unit in a panel.

(2) Unscrew four knob bolts that hold the Display unit to the mounting bracket.

(3) Remove the Display unit from the mounting bracket and put it on a horizontal and stable place.

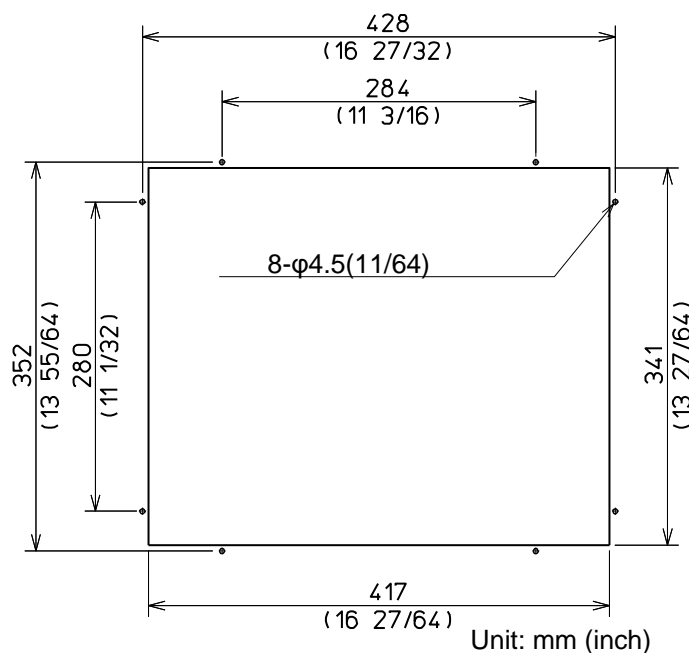


Figure 3.7 The opening and nut-holes for Display unit

Installation:

(1) Place the Display unit in the precut opening on the panel.

(2) Secure the Display unit with eight M4 screw as shown in the following figure.

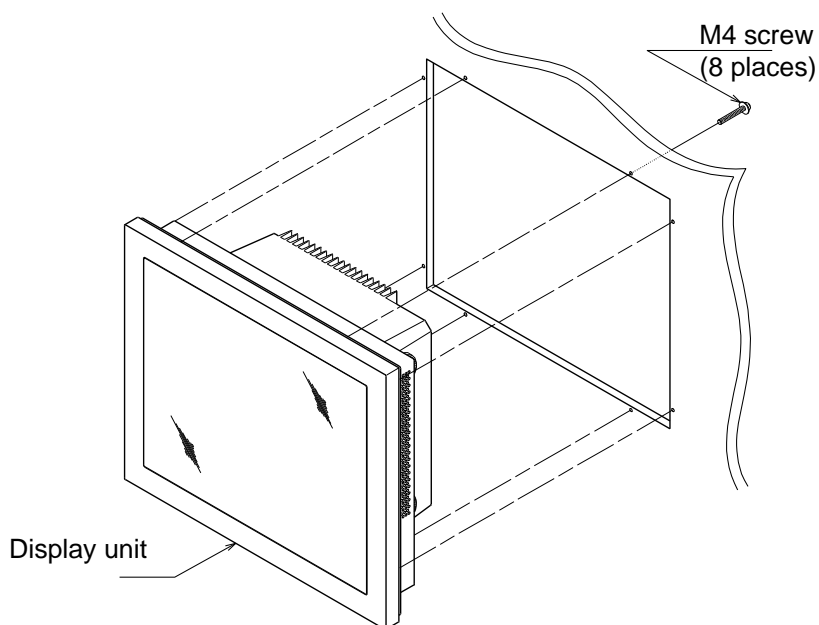


Figure 3.8 Flush-mount Installation

3.3.2 Installation of Operation unit

- (1) Remove the corner guard caps of Operation unit. Insert the tip of a small flat-blade screwdriver carefully between a corner guard cap and the front bezel of Operation unit to make a gap, and then pinch and pull up the corner guard cap with fingers. Take care not to damage the bezel of Operation unit by the tip of flat-blade screwdriver.
- (2) Remove M4 (4 mm) screws and remove the Operation unit from the mounting bracket.
- (3) Mark the place as shown in the following figure, and then secure the mounting bracket with 5M (5 mm) tapping screws at four places.
- (4) Secure the Operation unit to clamps with M4 (4 mm) screws that were removed in step (2) and reinstall the corner caps.

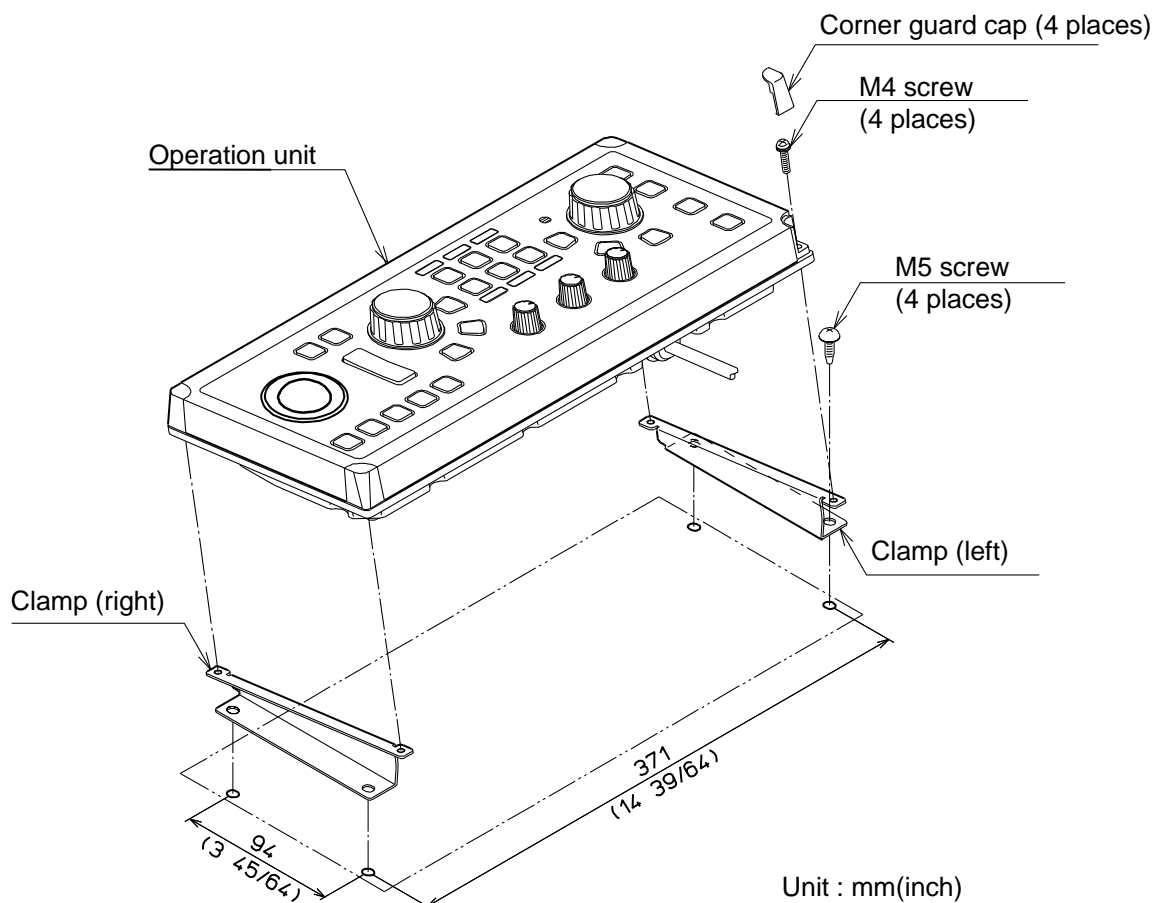
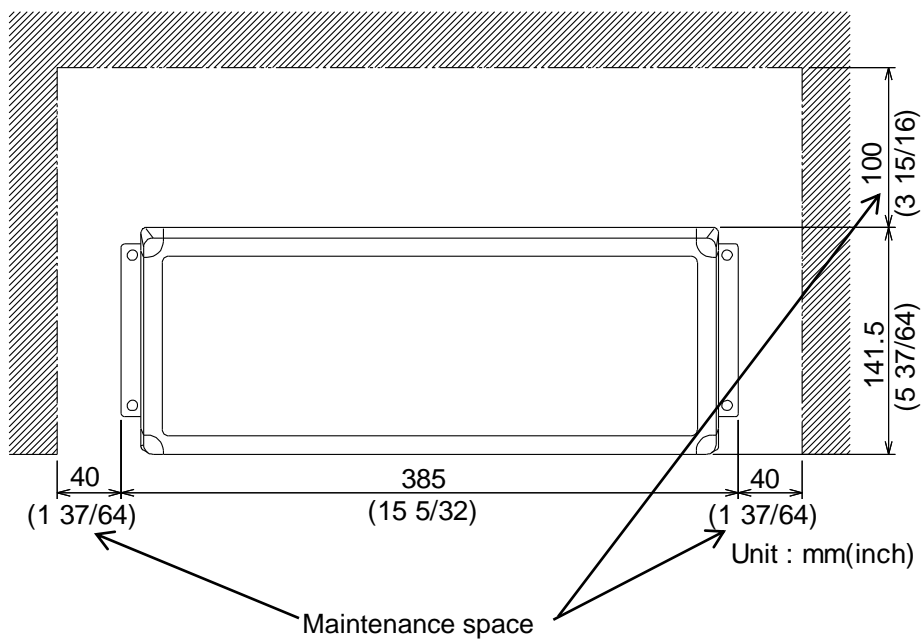


Figure 3.9 Installation of Operation unit

Mounting dimensions**Figure 3.10 Maintenance space necessary for Operation unit**

3.3.2.1 Flush mounting for Operation unit

Preparation:

- (1) Cut an opening as shown in Figure 3.11 in desired location on a panel.
- (2) Mark position of mounting holes.

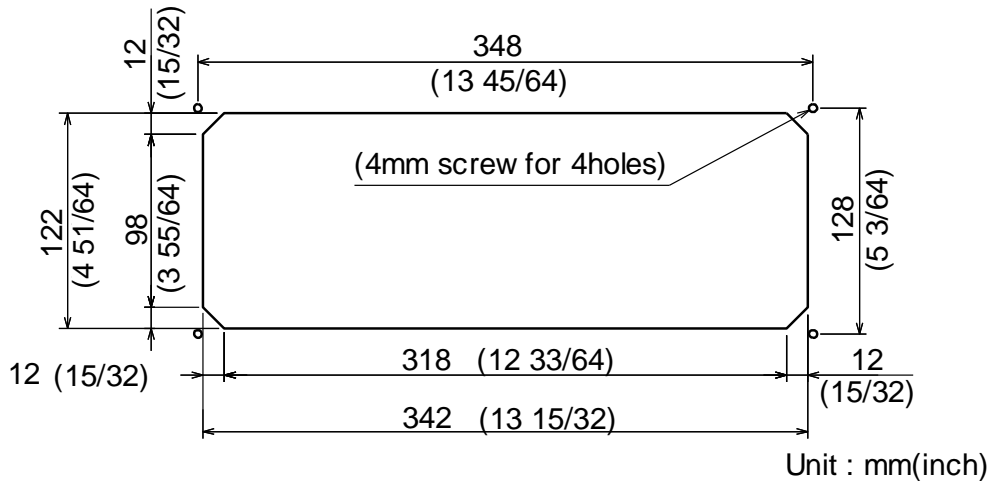


Figure 3.11 Cutout Diagram for Operation unit

Installation:

- (1) Remove corner guard caps of Operation unit.
- (2) Insert the Operation unit and its connecting cable into the opening and adjust the Operation unit parallel to the mounting face (Figure 3.12).
- (3) Secure the Operation unit to the panel with 4 mm tapping screw (4 places).
- (4) Reinstall corner guard caps removed in (1) to the original places.

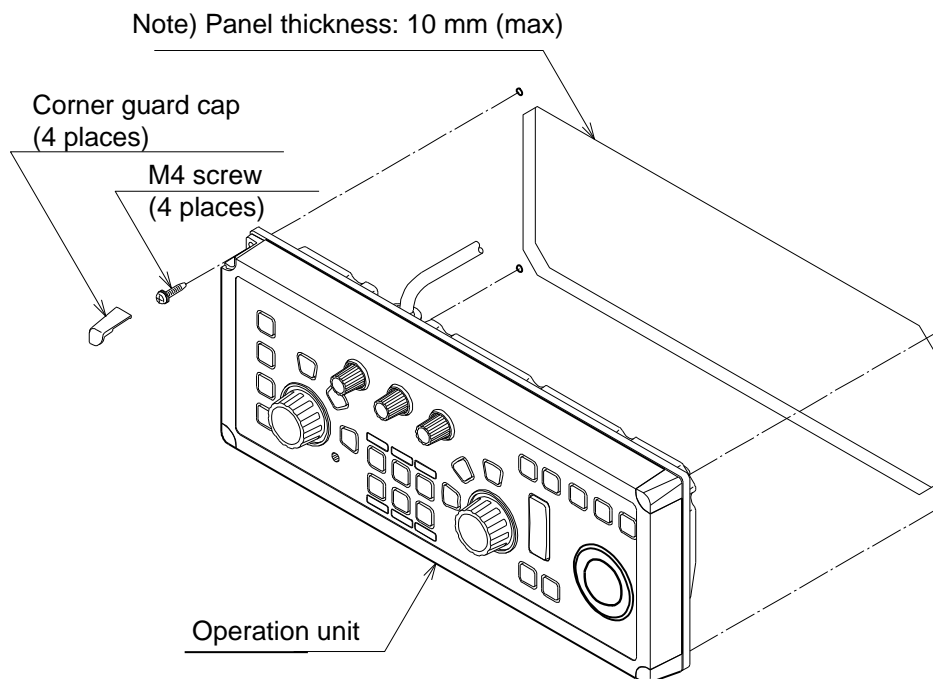


Figure 3.12 Flush Mounting of the Operation unit

3.3.3 Installation of MRM-108

The Processor unit MRM-108 can be mounted on a table or a panel. The procedure is as follows.

- (1) Drill four nut-holes with the size shown in Figure 3.13.
- (2) Fit the Processor unit.

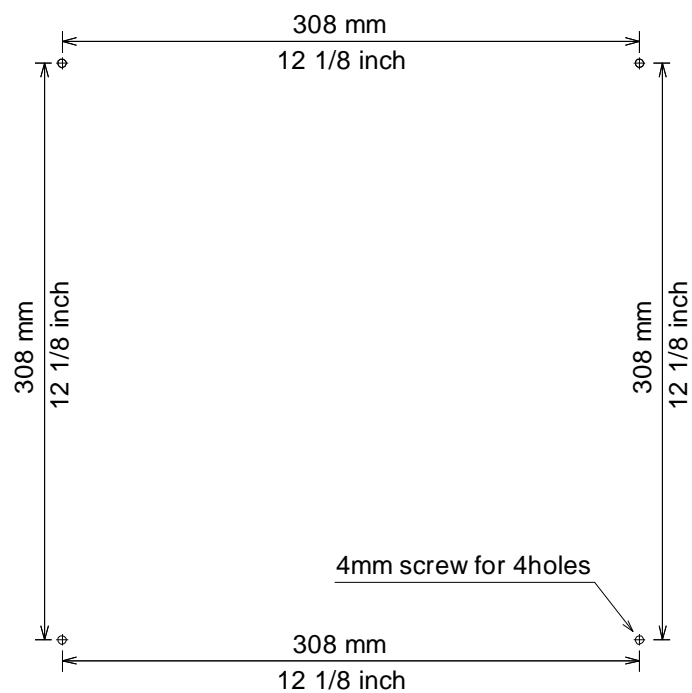


Figure 3.13 Holes for mounting a Processor unit

Note: Please set the menu of monitor size to use. Refer to “4.1.14 MONITOR SIZE”.

3.4 Cable connection to a Display unit

3.4.1 Cable connection for MRD-108

Attach cables from an Antenna-Scanner unit, power source and Operation unit, to corresponding receptacles as shown in Figure 3.14.

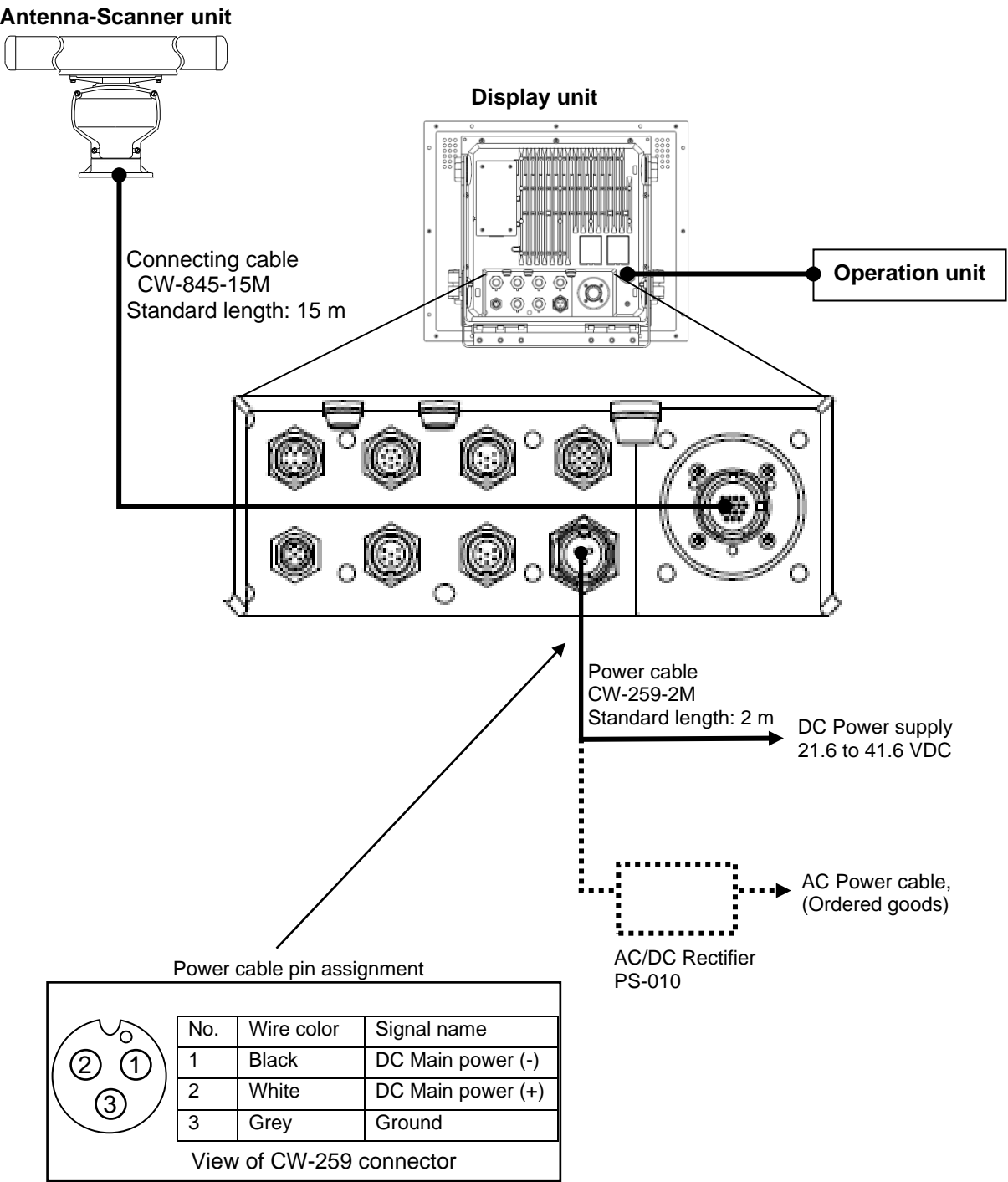


Figure 3.14 Cable connections for standard configuration of MRD-108 Display unit

3.4.2 Connecting an External monitor

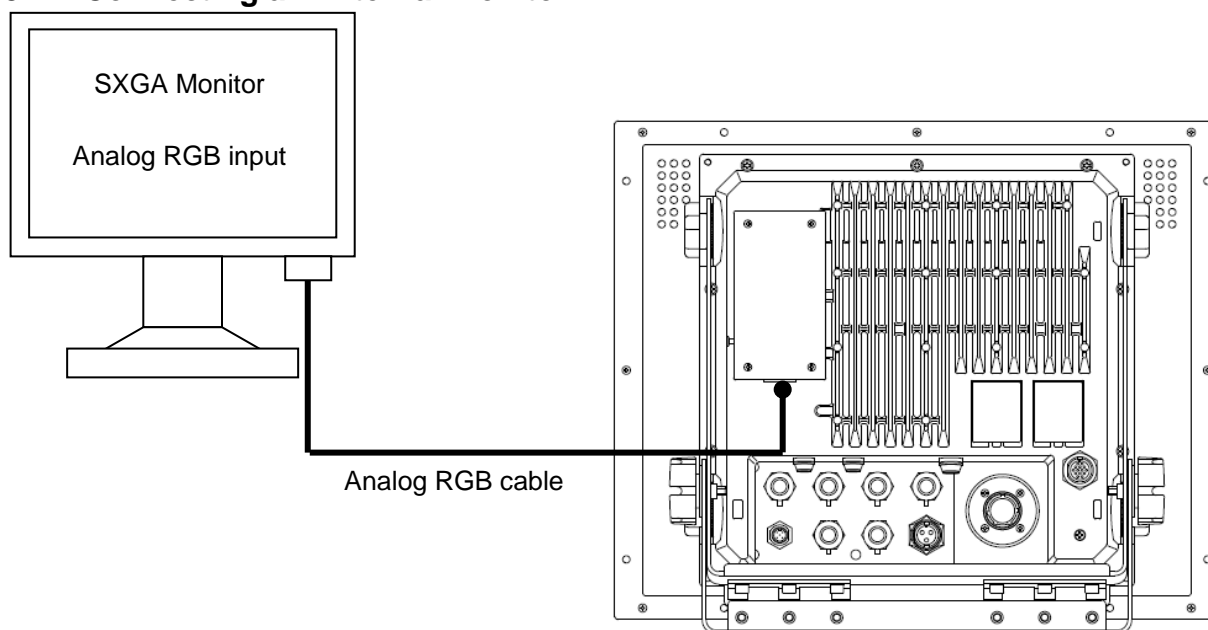


Figure 3.15 Cable connection of Display unit to ext. monitor

3.4.3 Connecting a VDR or External monitor & Failure alarm output

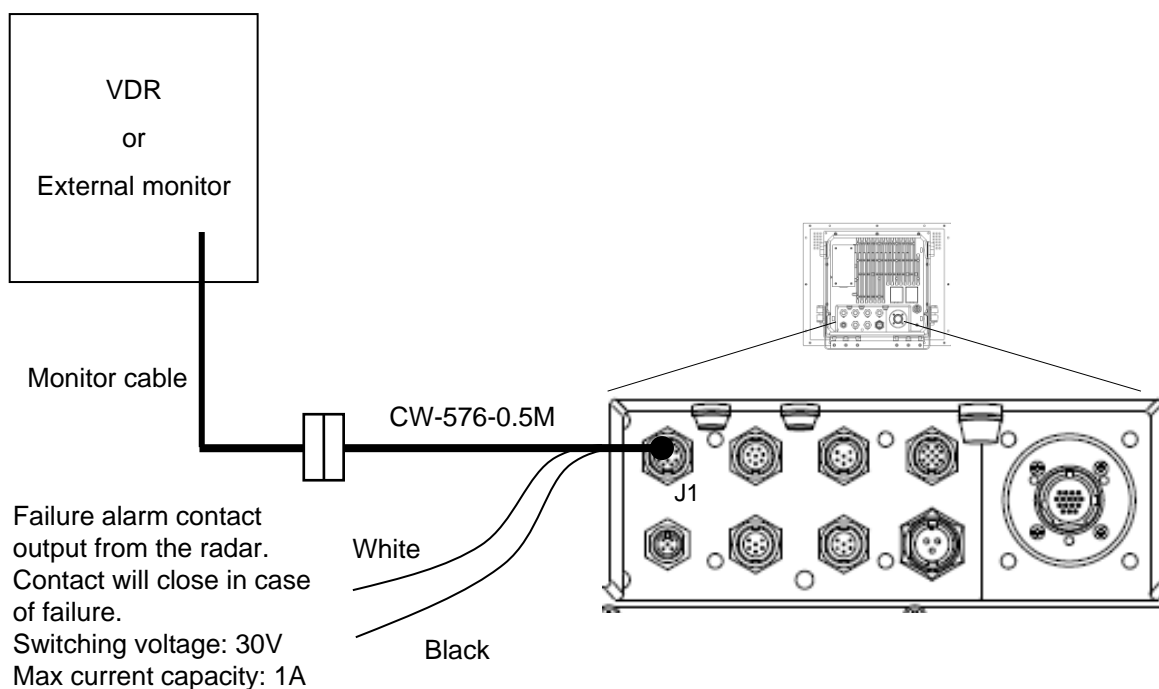


Figure 3.16 Cable connection of Display unit to VDR and Alarm output

3.4.4 Connecting a Gyro converter unit or THD

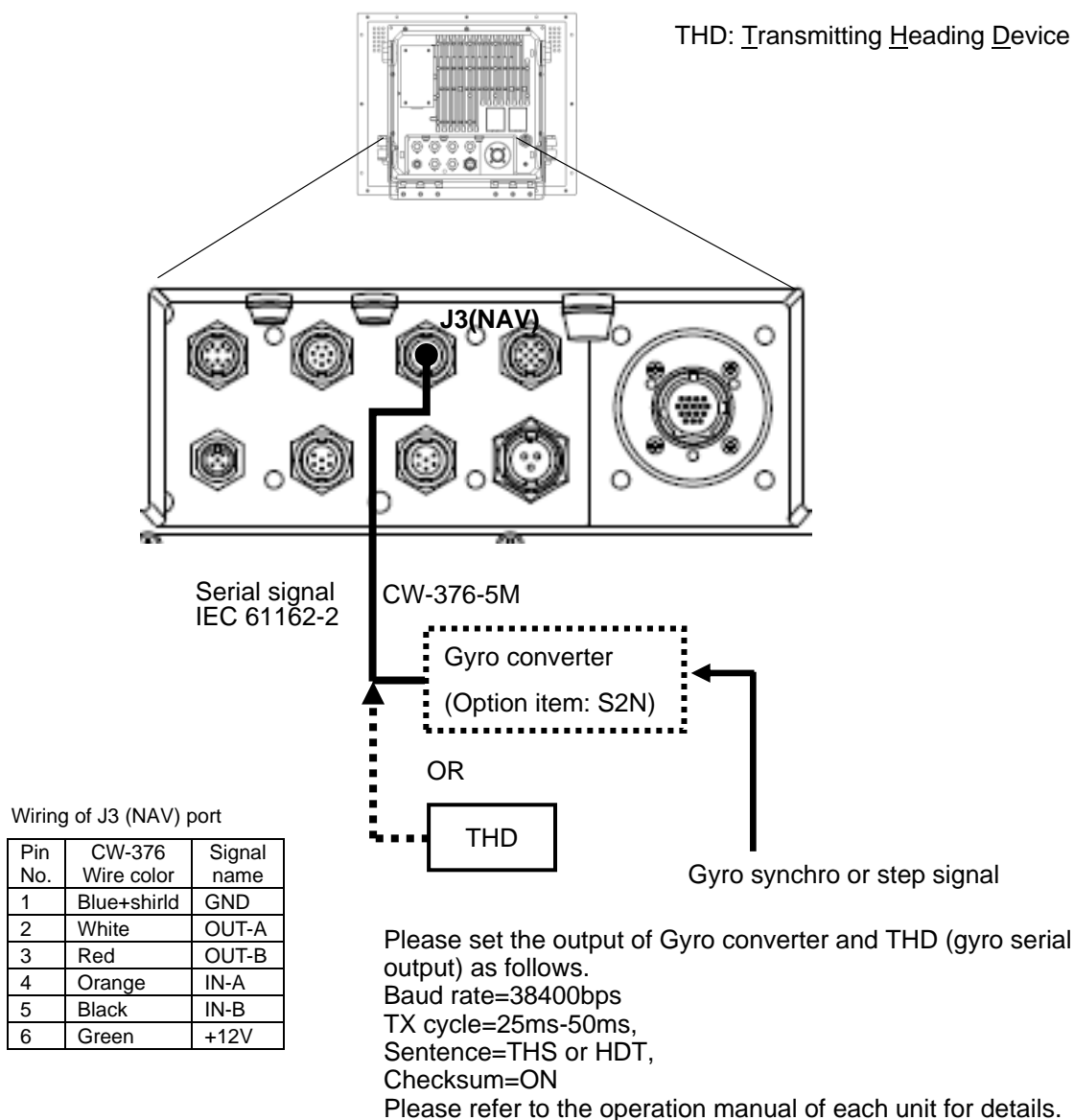


Figure 3.17 Cable connection of Display unit to Gyro converter unit or THD

3.4.5 Connecting a Gyro converter unit or THD using Junction box JB-35

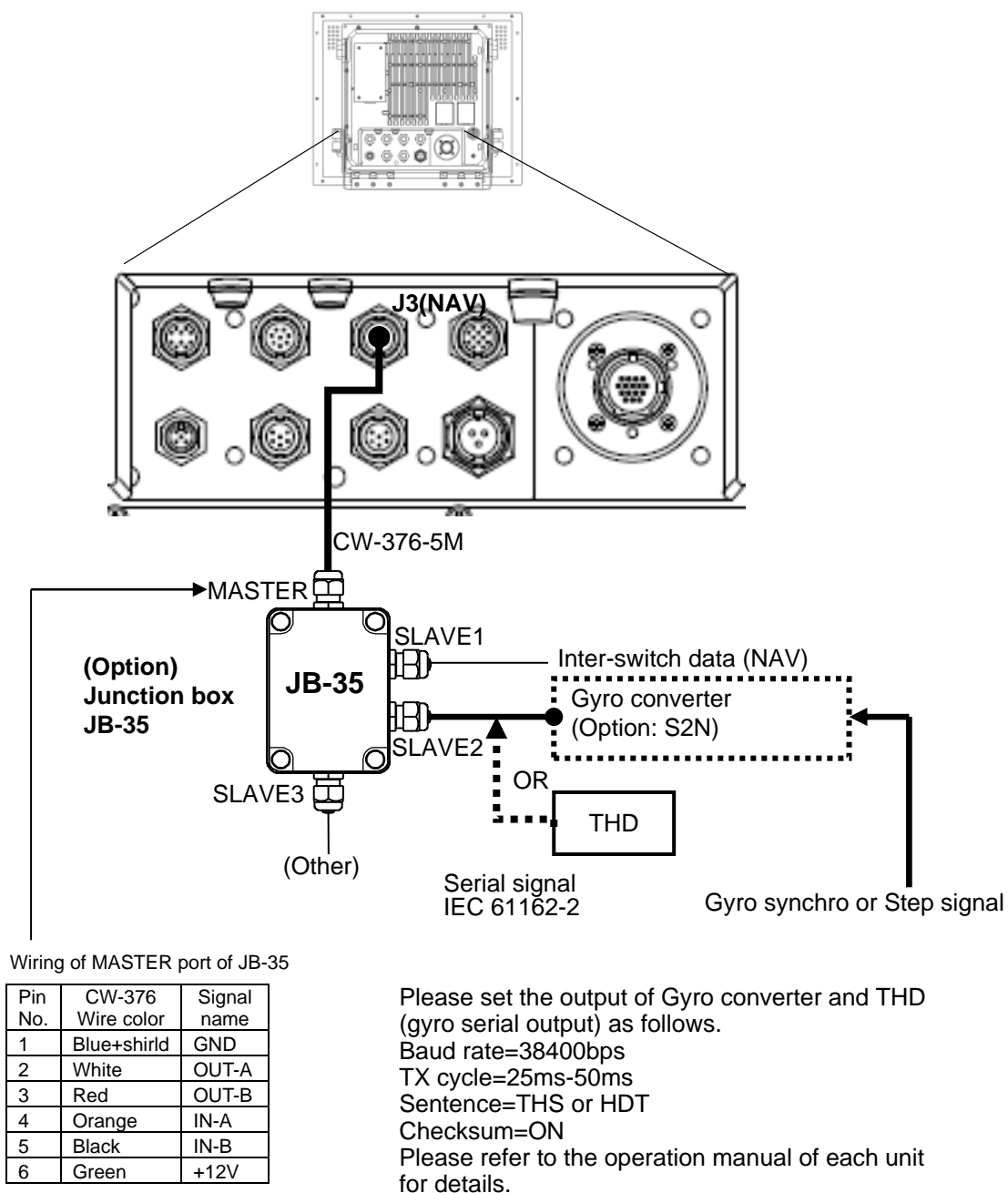


Figure 3.18 Cable connection of Display unit to Gyro converter unit or THD Using Junction box JB-35

Note: It is necessary to set [JB-35 SET] menu to use JB-35. Refer to "4.2.12 Setup JB-35".

3.4.6 Connecting a JB-35 (Option) to Gyro, OTHER and Inter-switch data

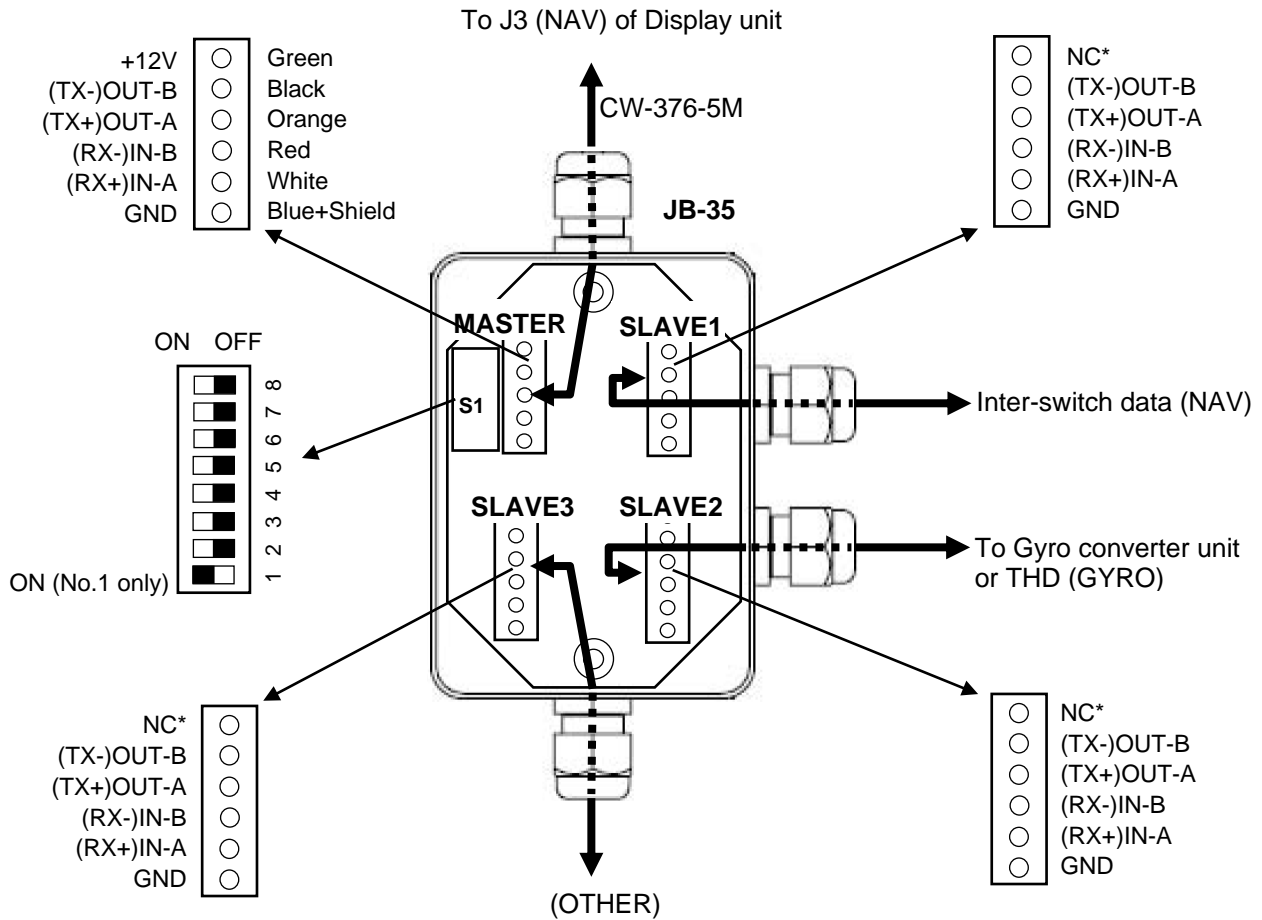
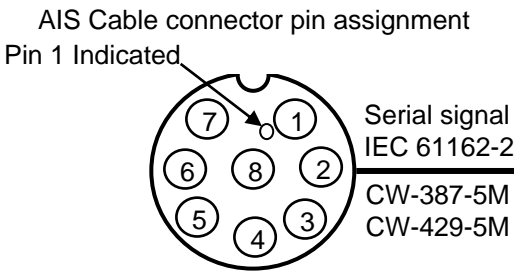


Figure 3.19 Cable connection of JB-35 to Gyro converter unit or THD

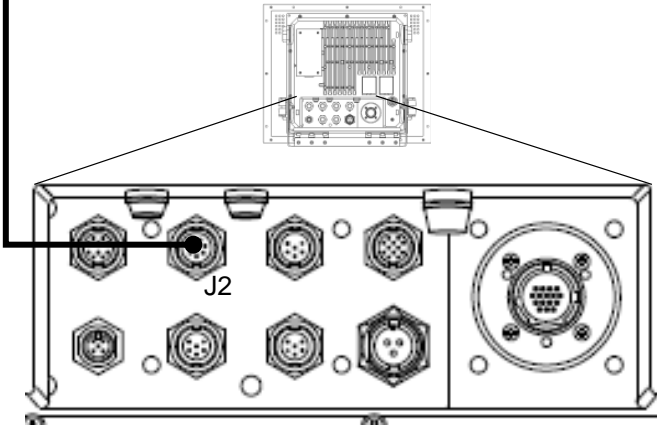
* Ensure that not to connect any cable to NC pin of SLAVE1 (NAV), SLAVE 2 (GYRO) and SLAVE3 (OTHER).

Note: It is necessary to JB-35 to operate initialization menu. Refer to "4.2.12 Setup JB-35".

3.4.7 AIS cable connection



| Pin No. | CW-387 Wire color | | Signal name |
|---------|-------------------|---------------|--------------|
| 1 | Shield | | Frame ground |
| 2 | Blue* | } Twist cable | IN-A |
| 3 | White | | IN-B |
| 4 | Yellow | } Twist cable | OUT-B |
| 5 | Brown | | OUT-A |
| 6 | Green | } Twist cable | GND |
| | Black | | |
| 7 | Red | } Twist cable | NC |
| 8 | Grey | | NC |
| | Purple | } Twist cable | |
| | Orange | | |
| | Blue | } Twist cable | |
| | Brown | | |
| | Yellow | } Twist cable | |
| | Black | | |



*Blue wire of "Blue / White" twisted cable must be connected.

Figure 3.20 Cable connections for AIS

| Pin No. | CW-429 Wire color | Signal name |
|---------|----------------------------|--------------|
| 1 | Shield | Frame ground |
| 2 | Blue | IN-A |
| 3 | White | IN-B |
| 4 | | NC |
| 5 | | NC |
| 6 | | NC |
| 7 | Short-circuited internally | NC |
| 8 | | NC |

3.4.8 GPS compass connection

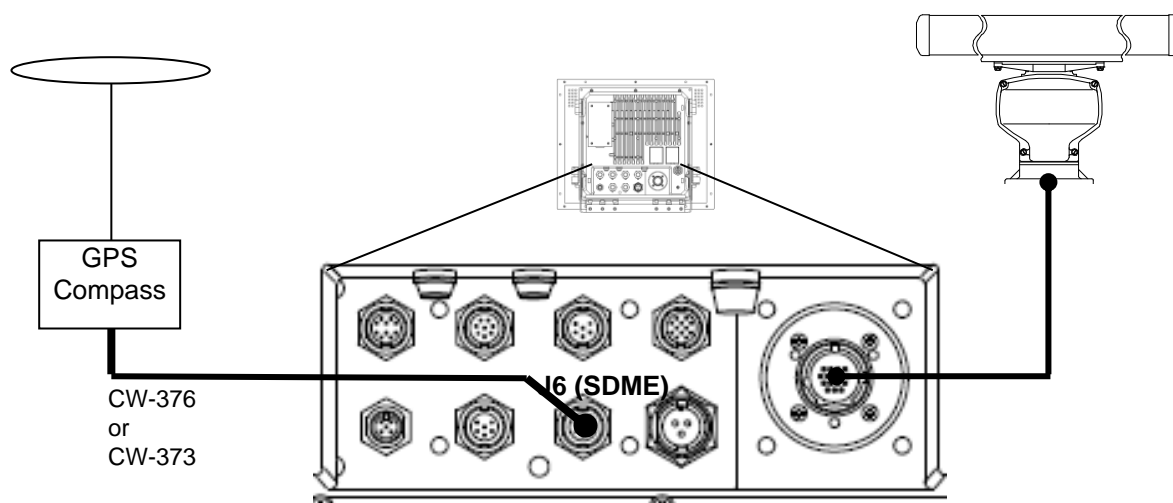


Figure 3.21 Cable connections for KODEN GPS compass

The GPS Compass made by KODEN is connected to J6 (SDME) connector.

After installation, initialize GPS compass from radar menu to set the format (baud rate) and output sentences.

Refer to "4.2.3.1 Connection of KODEN GPS compass".

3.4.9 Cable connection for EPFS and SDME or Log

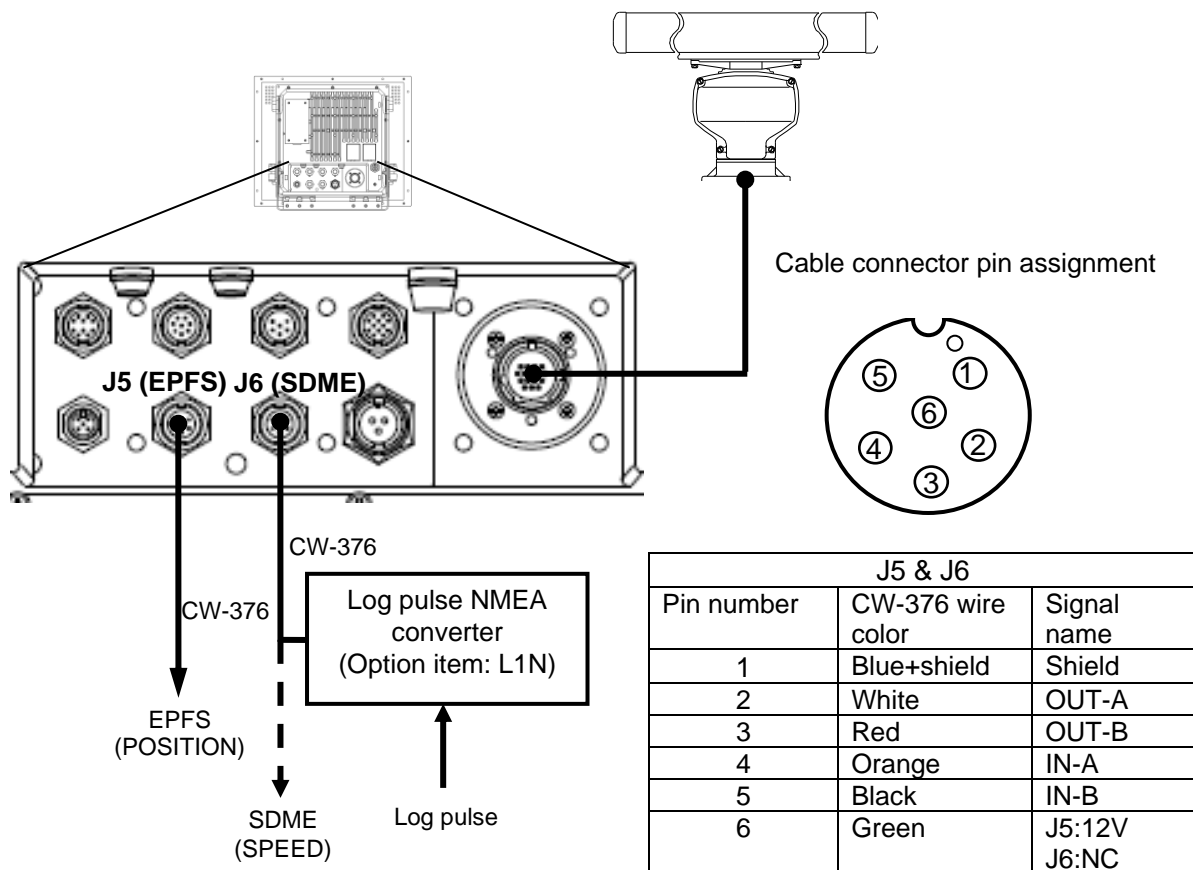


Figure 3.22 Cable connections for EPFS and SDME or Log

An initial value of the I/O format (Baud rate) of the port is as follows.

NAV port (J3): IEC61162-2 (38400bps)

EPFS port (J5): IEC61162-1 (4800 bps)

SDME port (J6): IEC61162-1 (4800 bps)

The I/O format can switch IEC61162-1 or 2 in the radar menu.

[MAINTENANCE] => [I/O] => [BAUDRATE]

The sentence input to these ports is shown below.

| | |
|-----------------------|-----------------------------------|
| Position information: | GLL, GGA, GNS, RMC, RMA |
| Heading information: | THS, HDT, HDG, HDM, VTG, RMC, RMA |
| Speed information: | VBW, VTG, VHW |
| Set and drift: | VDR |
| Waypoint information: | RMB, BWC, RTE, WPL |
| Routes: | RTE, WPL |
| Cross-track: | RMB, XTE |
| Datum: | DTM |
| Depth: | DBT, DPT |
| Temperature: | MTW |
| Date: | ZDA, RMC, GGA |
| LOP: | GLC |
| Wind: | MWD |
| ROT: | ROT |

These sentences can select the port of each sentence input in the radar menu.

The output port is NAV, EPFS and SDME ports. As for the SDME port, the transmission cycle is set at 0 seconds and not output by default. The EPFS port is output TTM sentence in a cycle for 1 second by default. The NAV port is output at the following cycles.

EVE=1.0s, HBT=5.0s, OSD=1.0s, RSD=1.0s, TLB=5.0s

3.4.10 Cable connection for inter-switch

3.4.10.1 Cable connection instructions for cross-over, dual and independent connection

In case of a dual, cross-over, or master/slave connection using two sets of radar system or Display unit, the remote cable and data cable are connected as shown in the figure 3.23.

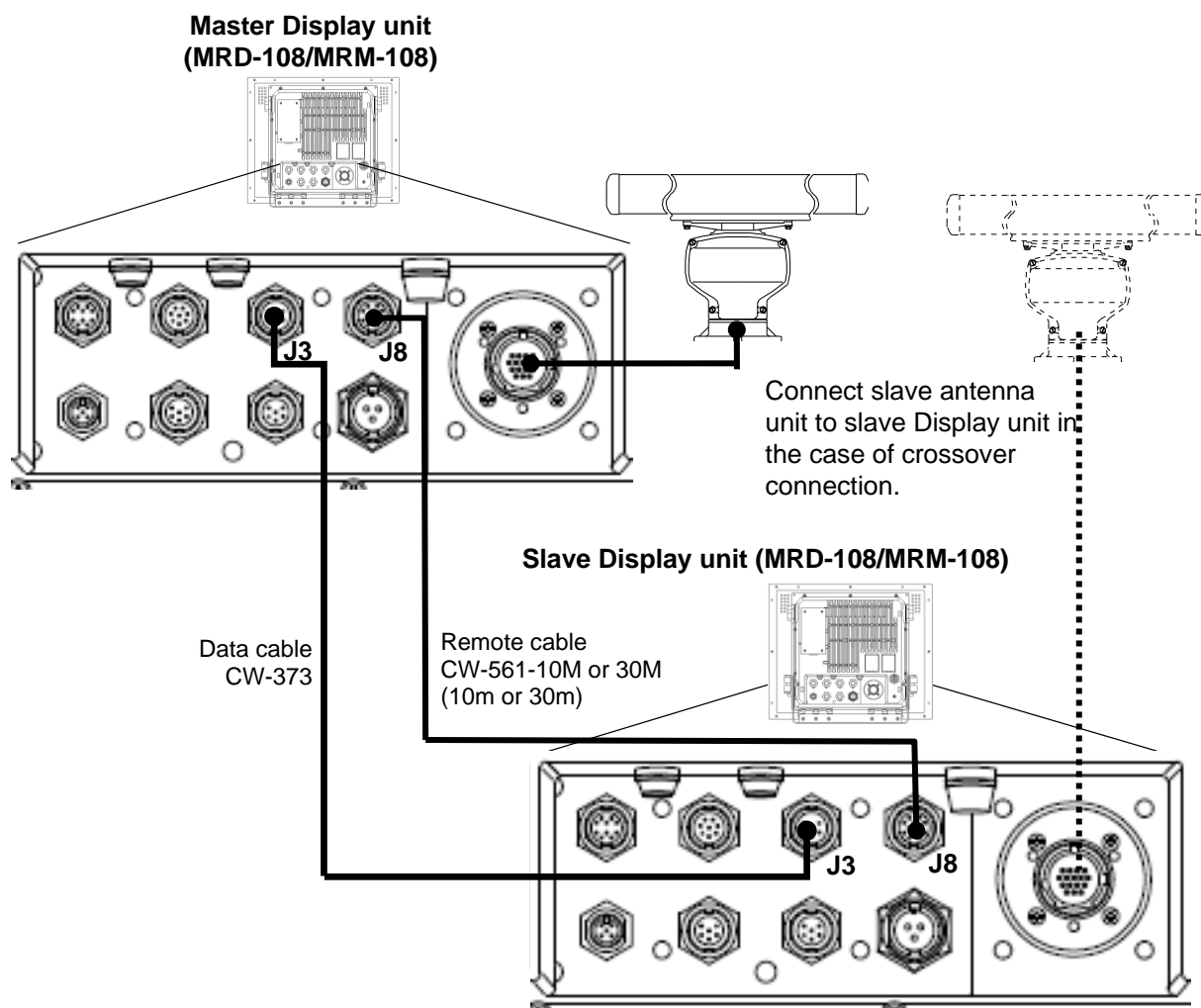


Figure 3.23 Connecting a slave Display unit on Crossover, dual and independent connection

- (1) The heading, speed and latitude/longitude signals input to the data connector of master Display unit and are supplied to the slave Display unit via data cable. The slave Display unit can also use ATA and chart option functions in the same way as the master one.
- (2) Connect the slave Scanner unit to the slave Display unit in a crossover connection.
- (3) Operation unit (MRO-108) is required for MRD-108.

3.4.10.2 Cable connection for slave display used as a monitor

When the slave Display unit for radar is used as monitor, the remote cable is connected as follows.

Master Display unit (MRD-108/MRM-108)

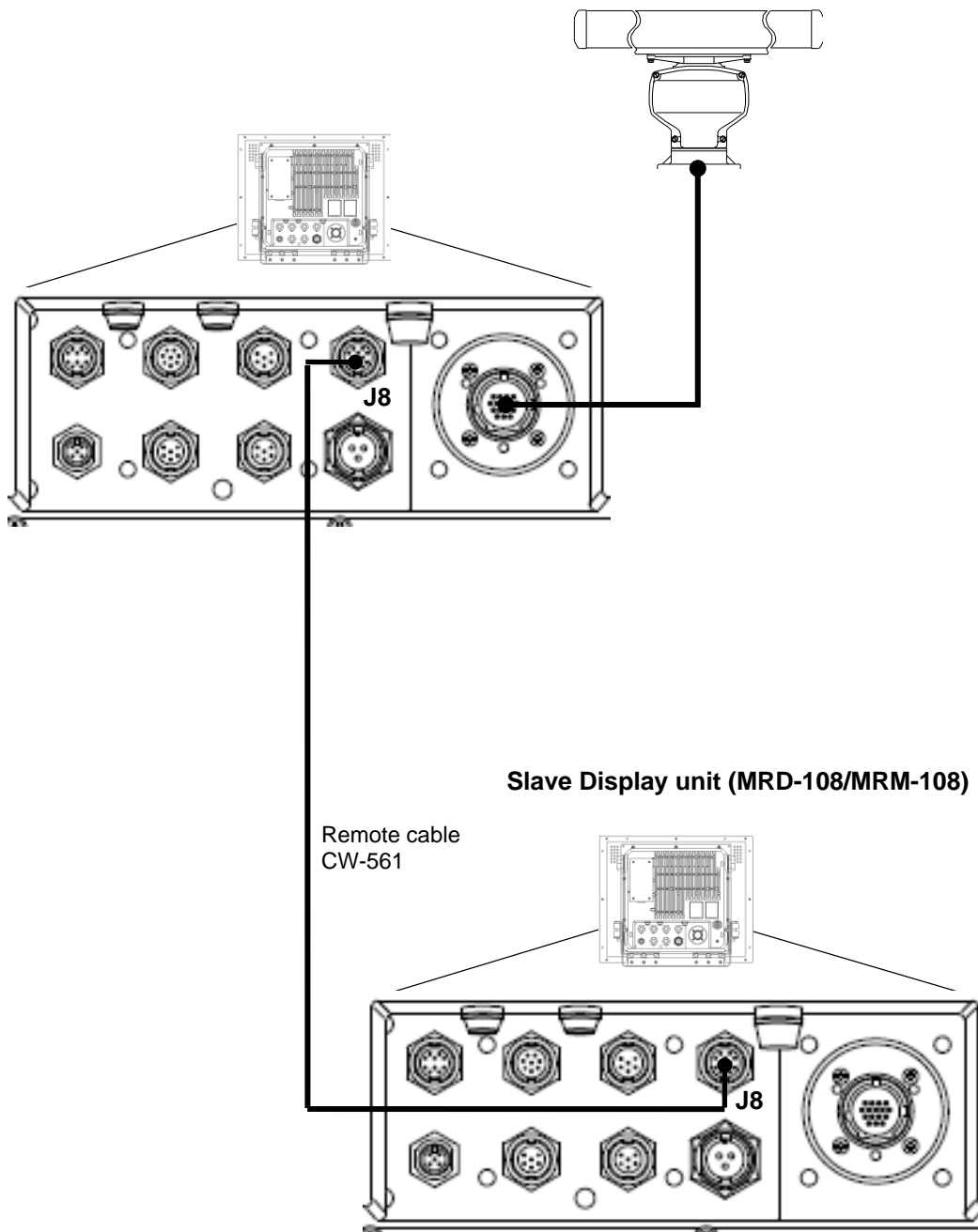


Figure 3.24 Connecting a slave Display unit as a monitor

- (1) When used as a monitor, the slave Display unit cannot control the Scanner unit. The monitor (slave Display unit) will display its range in accordance with the master one.
- (2) Operation unit (MRO-108) is required for MRD-108.

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Chapter 4 Setup after installation

Some setup procedures are required after system installation. Before performing the setup procedures, please check the following items for normal operation:

- (1) The onboard power supply powering the radar system has the specified voltage.
- (2) No one is in the area around the Antenna unit on the mast. The indication "Under the radar coordination, do not touch the Operation unit." is marked on the Display unit.

Note: Press **MENU** key to display "Menu" before the menu operation.

Please execute the items in the [MAINTENANCE] menu to the equipment adjustment in the following order.

| | |
|-------------|---|
| STARTUP | TUNE, HL OFFSET, TX DELAY, ANT HEIGHT, ANT CABLE, MBS, SEA CURVE, FUNCTION KEY, RANGE ENABLE, TIMES ENABLE, LOGO, MOTOR HIGH SPEED, MOUSE SPEED, MONITOR SIZE |
| I/O | Serial interface setting with other equipments. |
| SECTOR MUTE | Setup sector mute mode ON or OFF, START and END position. |
| PRESET | Setup RAIN min and max, SEA min and max, GAIN min and max, GAIN offset, and SEA offset. |
| BACKUP | How to save and load BACKUP data. |
| BITE | System hardware check. |
| TOTAL HOUR | Confirmation of the power on time of this system and, reset the time. |
| TX HOUR | Confirmation of the transmission time, and reset the time. |
| MENU SETUP | Setup menu item display on or off. |
| VERSION | Confirmation of installed software version. |

4.1 STARTUP menu

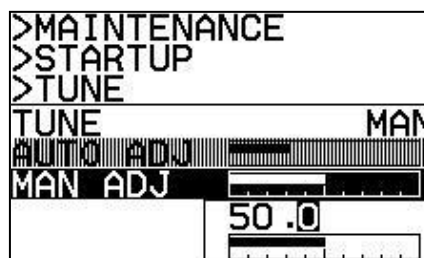
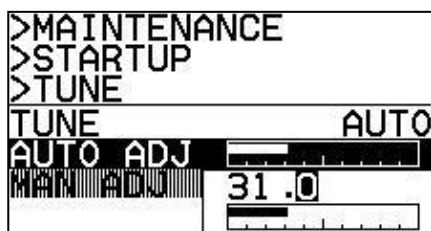
4.1.1 Tune adjustment (TUNE)

In order to achieve best performance, adjustment of the automatic tune is required at the time of a new installation or a magnetron exchange.

It may be impossible to obtain optimum sensitivity without adjusting the automatic tune.

Caution: With starting of the tune adjustment, GAIN mode is set at [MAN], SEA mode is set at [MAN 0], RAIN mode is set at [MAN 0], PROCESS is set at [OFF] and the range scale is set at 24NM. After setting of the tune adjustment, GAIN mode/SEA mode/RAIN mode/PROCESS/range scale will return to previous setting.

- (1) Find stable object such as the mountain or island as far as possible. Adjust [GAIN] knob to decrease the gain to a level where the chosen target is barely visible.
- (2) Press [MENU] key to display "Menu".
Select [MAINTENANCE] => [STARTUP] => [TUNE] and set it to [AUTO] by moving the trackball, and then press [ENT] key.
- (3) Select [MAINTENANCE] => [STARTUP] => [AUTO ADJ] => [VALUE] will show the current setting of the input value by highlighting the last digit value by the trackball.
- (4) Move the [TRACKBALL] up or down to change the value, and obtain the maximum magnitude of the target on the display. When a target becomes too strong to find the peak, lower gain with [GAIN] knob once again and adjust the tune to obtain the maximum magnitude of target.
- (5) Press [ENT] key to save the result of the maximum magnitude of target.



4.1.2 Heading adjustment (HL OFFSET)

Bearing compensation due to installation can be adjusted.

- (1) Change the range scale to 1 NM or more by pressing "+" (or "-") key on the Operation unit.
- (2) Select a visible fixed object as far as possible and measure its bearing using magnetic compass or equivalent. Measure the bearing of the same target on the radar display. Adjust it according to the following procedures when both values differ 1 degree or more.
- (3) Press [MENU] key to display "Menu".
Select [MAINTENANCE] => [STARTUP] => [HL OFFSET] => [VALUE] will show the current setting of the input value by highlighting the last digit value by the trackball.
- (4) Move the [TRACKBALL] up or down to adjust the value to match the bearing value of the target picture to the compass value.

- (5) Press **ENT** key to save the adjustment result.

Adjustable value: -180.0 to +180.0

Note: When you use inter-switch mode at first time, please set Heading (HL OFFSET) adjustment of each antenna. These setting data are memorized in non-volatile memory, and applied automatically when each antenna is selected.

4.1.3 Transmitting delay time adjustment (TX DELAY)

This adjustment is intended to match the picture on the radar display with the distance of an actual target by the adjustment of the transmission delay time. For the most accurate adjustment, find a close, hard, long, straight object such as a quay wall. Select or chose within 100 m an object for the best result. Transmitting delay time is adjusted in accordance with the following procedures.

- (1) Change the range scale to 0.25 NM by pressing “+” (or “-”) key on the Operation unit.
- (2) Press **MENU** key to display “Menu”.
Select [MAINTENANCE] => [STARTUP] => [TX DELAY] => [VALUE] will show the current setting of the input value by highlighting the last digit value by the trackball.
- (3) Move the **TRACKBALL** up or down to adjust the value to get a straight picture of the straight object in the display as shown in Figure 4.1.
- (4) Press **ENT** key to save the adjustment result.

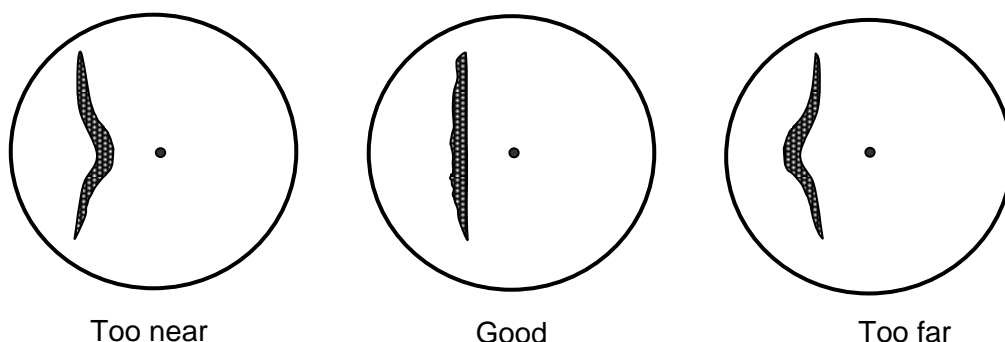


Figure 4.1 Picture display of Trigger Adjustment

Note: When you use inter-switch mode at first time, please set TX DELAY adjustment of each antenna. These setting data are memorized in non-volatile memory, and applied automatically when each antenna is selected.

4.1.4 Antenna height (ANT HEIGHT)

Set up antenna height from sea level.

- (1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [STARTUP] => [ANT HEIGHT] => and set antenna height from the sea level by the trackball, then press **ENT** key to save the setting.

Setting value: 0 to 100 m

4.1.5 Antenna cable length (ANT CABLE)

This adjustment corrects the echo signal level by the difference of the antenna cable length.

Improper setting of antenna cable length may result in degraded target detection.

- (1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [STARTUP] => [ANT CABLE] => and set cable length by moving the trackball, then press **ENT** key to save the setting.

Setting value: 0 to 100 m

Note: When you use inter-switch mode at first time, please set ANT CABLE adjustment cable of each antenna. These setting data are memorized in non-volatile memory, and automatically when each antenna is selected.

4.1.6 Main Bang Suppression (MBS)

This setting is utilized to suppress the center spot signal at the middle of the picture as shown in Figure 4.2.

- (1) If GAIN mode is AUTO, change to MAN mode.
- (2) Set the range scale to 0.25 NM, set RAIN at 0 by turning **RAIN** knob, set SEA at 0 by turning **SEA** knob, set GAIN at 80 by turning **GAIN** knob, and set BRILL at a maximum level by turning **BRILL** knob respectively.
- (3) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [STARTUP] => [MBS] => to highlight the last digit value, by moving the trackball.
- (4) Turn **GAIN** knob to counterclockwise to display center spot in the middle of the picture.
- (5) Move the **TRACKBALL** up or down to increase [MBS] value from 0 with observing the center circle until the circle is faded out. Press **ENT** key to save the setting.

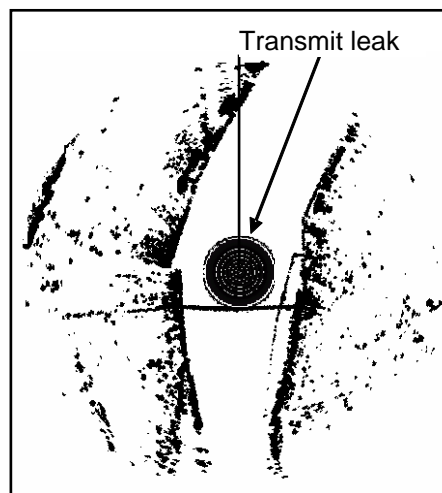


Figure 4.2 Center spot

Adjustable value: 0.000 to 2.000

4.1.7 Setup SEA (STC) curve

Depending on the height at which the antenna is installed, it may be necessary to make the following SEA CURVE correction.

- (1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [STARTUP] => [SEA CURVE] => and select setting level by the trackball, then press **ENT** key.

Adjustable value: 1 to 8

Echoes in short range are varied in accordance with antenna height. Use 1 for the lowest antenna and 8 for highest antenna. Actual adjustment of the STC CURVE is done by obtaining a continuous echo return of sea clutter out to maximum selected range.

Be careful when removing sea clutter in short range as it may also remove small targets.

4.1.8 Function key usage

For quick function access, there are six dedicated function keys provided on this radar ("F1", "F2", "F3", "F4", "F5" and "F6").

You can switch to a pre specified function by pressing each key.

- (1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [STARTUP] => [FUNCTION KEY] => [F1] key => press **ENT** key and after selecting the setup value.

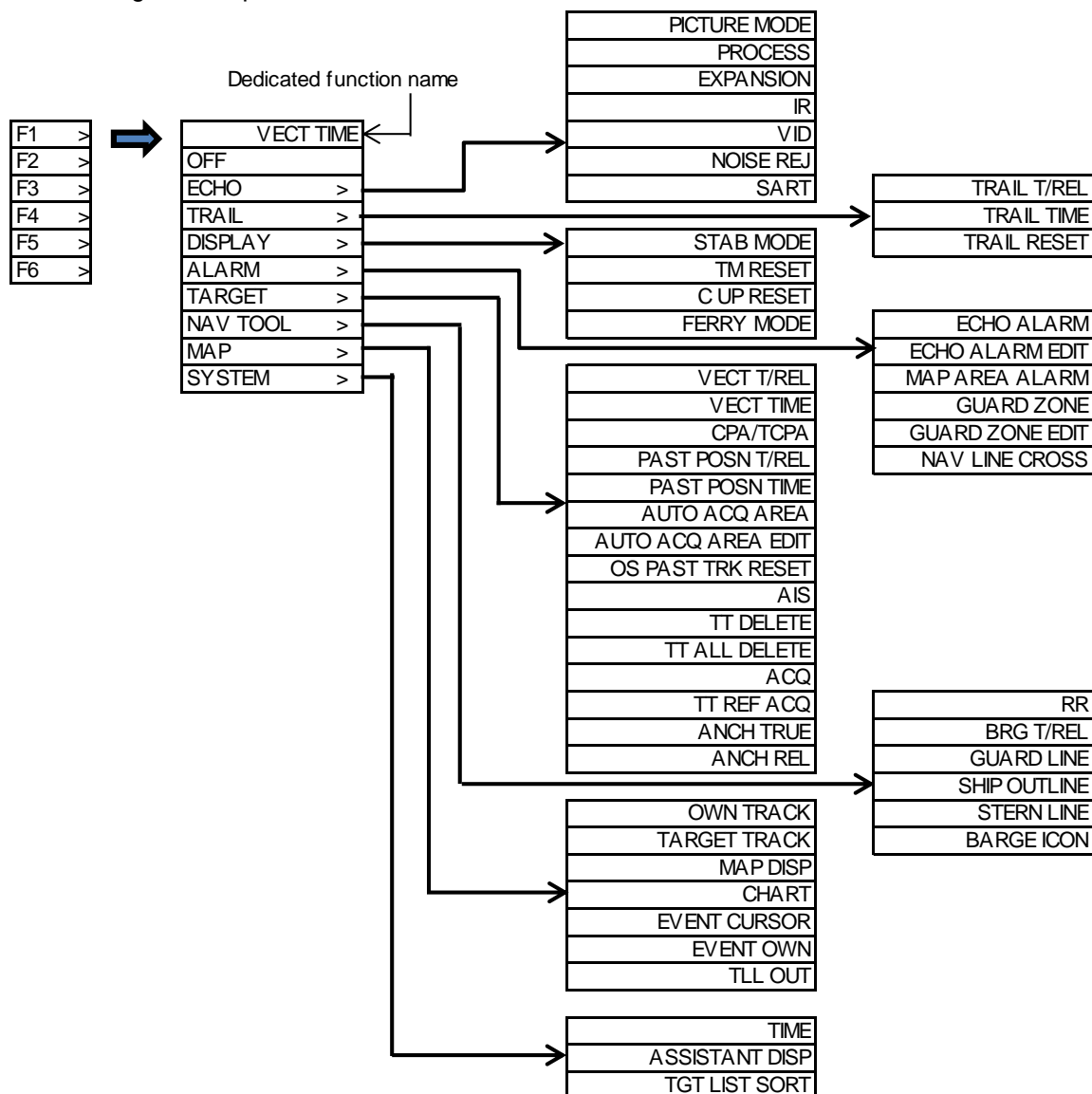


Figure 4.3

- (2) Follow procedure (1) to setup keys [F2], [F3], [F4], [F5] and [F6] by selecting each item and press **ENT** key.
- (3) Another way to setup each function key is to press and hold desired key until menu selection shows up on the right side of display. Using trackball and **ENT** key make a selection and save to designated function key.

4.1.9 RANGE ENABLE

Following operation can enable suitable ranges.

- (1) Press **[MENU]** key to display "Menu".

Select [MAINTENANCE] => [STARTUP] => [RANGE ENABLE]

- (2) Select range value and set [ON] or [OFF].

- (3) Press **[ENT]** key to save the range enable or disable to use.

MDC-7006 / MDC-7906 / MDC-7012 / MDC-7912

Range unit : NM

| | |
|---------------|-----------|
| >MAINTENANCE | |
| >STARTUP | |
| >RANGE ENABLE | |
| 0.0625 | OFF |
| 0.125 | ON |
| 0.25 | ON |
| 0.5 | ON |
| 0.75 | ON |
| 1 | OFF |
| 1.5 | ON |
| 2 | OFF |
| 3 | ON |
| 4 | OFF |
| 5 | OFF |
| 6 | ON |
| 8 | OFF |
| 10 | OFF |
| 12 | ON |
| 16 | OFF |
| 20 | OFF |
| 24 | ON |
| 32 | ON |
| 36 | OFF |
| 40 | OFF |
| 48 | ON |
| 50 | OFF |
| 64 | ON |
| 80 | OFF |
| 96 | OFF |
| 100 | OFF |
| 120 | OFF |
| 144 | OFF |

Range unit : km

| | |
|---------------|-----------|
| >MAINTENANCE | |
| >STARTUP | |
| >RANGE ENABLE | |
| 0.125 | ON |
| 0.25 | ON |
| 0.5 | ON |
| 1 | OFF |
| 1.5 | OFF |
| 2 | ON |
| 3 | OFF |
| 4 | ON |
| 5 | OFF |
| 6 | OFF |
| 8 | ON |
| 10 | OFF |
| 12 | OFF |
| 16 | ON |
| 20 | OFF |
| 24 | OFF |
| 32 | ON |
| 36 | OFF |
| 40 | OFF |
| 48 | OFF |
| 50 | OFF |
| 64 | ON |
| 80 | OFF |
| 96 | ON |
| 100 | OFF |
| 120 | OFF |
| 144 | OFF |
| 200 | OFF |

Range unit : sm, kf, ky

| | |
|---------------|-----------|
| >MAINTENANCE | |
| >STARTUP | |
| >RANGE ENABLE | |
| 0.0625 | OFF |
| 0.125 | ON |
| 0.25 | ON |
| 0.5 | ON |
| 0.75 | ON |
| 1 | OFF |
| 1.5 | ON |
| 2 | OFF |
| 3 | ON |
| 4 | OFF |
| 5 | OFF |
| 6 | ON |
| 8 | OFF |
| 10 | OFF |
| 12 | ON |
| 16 | OFF |
| 20 | OFF |
| 24 | ON |
| 32 | ON |
| 36 | OFF |
| 40 | OFF |
| 48 | ON |
| 50 | OFF |
| 64 | ON |
| 80 | OFF |
| 96 | OFF |
| 100 | OFF |
| 120 | OFF |
| 144 | OFF |

MDC-7025/MDC-7925

| Range unit : NM | Range unit : km | Range unit : sm, kf, ky |
|-----------------|-----------------|-------------------------|
| >MAINTENANCE | >MAINTENANCE | >MAINTENANCE |
| >STARTUP | >STARTUP | >STARTUP |
| >RANGE ENABLE | >RANGE ENABLE | >RANGE ENABLE |
| 0.0625 OFF | 0.125 ON | 0.0625 OFF |
| 0.125 ON | 0.25 ON | 0.125 ON |
| 0.25 ON | 0.5 ON | 0.25 ON |
| 0.5 ON | 1 OFF | 0.5 ON |
| 0.75 ON | 1.5 OFF | 0.75 ON |
| 1 OFF | 2 ON | 1 OFF |
| 1.5 ON | 3 OFF | 1.5 ON |
| 2 OFF | 4 ON | 2 OFF |
| 3 ON | 5 OFF | 3 ON |
| 4 OFF | 6 OFF | 4 OFF |
| 5 OFF | 8 ON | 5 OFF |
| 6 ON | 10 OFF | 6 ON |
| 8 OFF | 12 OFF | 8 OFF |
| 10 OFF | 16 ON | 10 OFF |
| 12 ON | 20 OFF | 12 ON |
| 16 OFF | 24 OFF | 16 OFF |
| 20 OFF | 32 ON | 20 OFF |
| 24 ON | 36 OFF | 24 ON |
| 32 OFF | 40 OFF | 32 OFF |
| 36 OFF | 48 OFF | 36 OFF |
| 40 OFF | 50 OFF | 40 OFF |
| 48 ON | 64 ON | 48 ON |
| 50 OFF | 80 OFF | 50 OFF |
| 64 OFF | 96 ON | 64 OFF |
| 80 OFF | 100 OFF | 80 OFF |
| 96 ON | 120 OFF | 96 ON |
| 100 OFF | 144 ON | 100 OFF |
| 120 OFF | 200 OFF | 120 OFF |
| 144 OFF | | 144 OFF |

Fig.4.4. Initial range scale setting

Note: Range unit can be changed by [DISPLAY] => [RANGE UNIT] menu.

4.1.10 TIMES ENABLE

In following operation user can enable trail times, past position, vector time, etc that are not available by default.

By this setting, you can choose useful these functions time easily.

Initial value: 30sec, 1min, 3min, 6min, 12min, 30min, 60min

- (1) Press **[MENU]** key to display "Menu".
Select [MAINTENANCE] => [STARTUP] => [TIMES ENABLE]
- (2) Select trail times value and set [ON] or [OFF].
- (3) Press **[ENT]** key to save the times enable or disable to use.

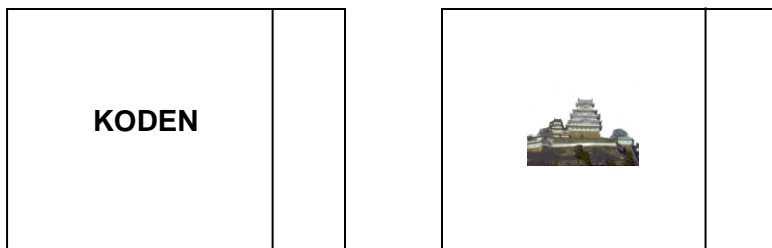
| | |
|---------------|-----------|
| >MAINTENANCE | |
| >STARTUP | |
| >TIMES ENABLE | |
| 30sec | ON |
| 1min | ON |
| 2min | OFF |
| 3min | ON |
| 5min | OFF |
| 6min | ON |
| 10min | OFF |
| 12min | ON |
| 15min | OFF |
| 24min | OFF |
| 30min | ON |
| 45min | OFF |
| 48min | OFF |
| 60min | ON |
| 2hr | OFF |
| 4hr | OFF |
| 8hr | OFF |
| 16hr | OFF |
| 24hr | OFF |

Fig.4.5. Times enable setting

4.1.11 LOGO

This radar can display your favorite picture or characters at wait or standby mode.

It is necessary to load data as "logo.bmp" file beforehand to let you display this.



How to make and load the data file

(1) Edit a letter or picture in 256 colors of bitmap using PC. Size is up to 512x384 pixels.

The black color is not displayed as a transparent color on the screen.

(2) Save it as logo.bmp file to an SD memory card.

(3) Insert SD memory card in the upper card reader on the rear of the Display unit.

(4) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [STARTUP] => [LOGO] => [LOAD] => [GO], and press **ENT** key.

(5) 5 sec. later, remove SD memory card from the card reader.

(6) Select [MAINTENANCE] => [STARTUP] => [LOGO] => [LOGO] => select [WAIT] or [STANDBY]

And press **ENT** key.

WAIT: Logo is displayed during countdown time.

STANDBY: Logo is displayed during standby mode.

4.1.12 MOTOR HIGH SPEED

Set up when antenna high speed rotation is used.



4.1.13 MOUSE SPEED

This menu sets the operation speed of the USB Mouse/Trackball.

- (1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [STARTUP] => [MOUSE SPEED] => select [FAST], [MEDIUM] or [SLOW], and press **ENT** key.

Setting value: FAST, MEDIUM, SLOW

4.1.14 MONITOR SIZE

This MONITOR SIZE menu sets the size of the used monitor display.

- (1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [STARTUP] => [MONITOR SIZE]

- (2) Select used monitor display size [19INCH] or [23INCH].

- (3) Press **ENT** key.

- (4) Turn off the power, and then turn on. **This setting is valid in the restart.**

Setting value: 19 INCH, 23INCH

4.1.15 TX HOUR DISP

This radar can display the total transmitting time of the radar at wait or standby mode.

- (1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [STARTUP] => [TX HOUR DISP] => select [WAIT] or [STANDBY], and press **ENT** key.

WAIT: TX HOUR is displayed during countdown time.

STANDBY: TX HOUR is displayed during standby mode.

4.2 Setup I/O Interface

For display mode, TT(ARPA), true ship's trail and own ship's trail, it is necessary to input ship's bearing data and ship's speed data from other devices. In addition, for AIS, mapping function, display of own ship's information and display of latitude and longitude, it is necessary to input latitude and longitude data of own ship's data. In order to use these data, set the following menu items after connection in accordance with 3.4 "Cable connection to a Display unit".

Note: Refer to "4.2.2 How to use without NMEA input connection" for the method to use without inputting NMEA data.

Example display: Press **MENU** key to display "Menu" and select [MAINTENANCE] => [I/O]

| | | | |
|----------------|-------------|-----|---|
| >MAINTENANCE | | | |
| >I/O | | | |
| HDG | > | | Select heading input source |
| GYRO | 295.5° | | Talker device name and heading value |
| OFFSET | 0.0° | | Offset value of heading input |
| STW | > | | Select STW input source |
| DLOG | 6.6kn | | Talker device name and speed value |
| COG/SOG | > | | Select COG/SOG input source |
| DLOG | 295.5° | | Talker device name and course value |
| DLOG | 6.6kn | | Talker device name and speed value |
| POSITION | > | | Select position input source |
| DGPS | 35°14.722N | | Talker device name and LAT/LON value |
| | 139°48.122E | | |
| OFFSET | DTM | | Select position offset input source |
| MAN | 0.000N | | Offset input source name and offset value |
| | 0.000E | | |
| DATUM | REF | W84 | Reference datum name |
| | LOCAL | W84 | Local datum name |
| SET/DRIFT | > | | Select SET/DRIFT input source |
| MAN | 0.0° | | Talker device name and SET data |
| | 0.0kn | | |
| TIME | > | | Select time input source |
| GPS | 01/01/16 | | Talker device name and date |
| | 07:57 | | |
| TIME ZONE | 00:00 | | Time zone value |
| OUTPUT | > | | Setup output NMEA sentences |
| INPUT | > | | Setup input NMEA sentences |
| BAUDRATE | > | | Setup NMEA data baud rate |
| KGC SET | > | | Setup KODEN GPS compass |
| JB-35 SET | > | | Setup junction box JB-35 |
| SERIAL MONITOR | > | | Monitor of input NMEA serial data |

Figure 4.6 I/O menu

4.2.1 Setup TIME

Set up time related items to be displayed in the upper right part of the display.

Select information source of time to be indicated.

(1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [I/O] => [TIME] => [TIME] => [ZDA] or [CLOCK*], and press **ENT** key.

* CLOCK: Internal clock of the radar

Note:

- When [TIME] sets to [ZDA], and RMC or GGA sentence is received without ZDA, only time data will be displayed.
- When the battery runs low, the internal clock of the radar will not always work properly. Please exchange the internal battery. (Refer to "5.4.2 Replacement of Internal Battery")

In order to use the internal clock of the radar, time set is required.

(1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [I/O] => [TIME] => [TIME] => [CLOCK], and press **ENT** key.

Set the internal clock for year, month and day by UTC.

(1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [I/O] => [TIME] => [CLOCK SET] => [DATE] => to highlight the value of [Day/Month/Year]. Move the trackball up or down to match it to the coordinated universal time, and then press **ENT** key.

Set the internal clock for time by UTC.

(1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [I/O] => [TIME] => [CLOCK SET] => [TIME] => to highlight the value of [hour: minute]. Move the trackball up or down to match it to the coordinated universal time, and then press **ENT** key.

Input time difference between local time and UTC.

(1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [I/O] => [TIME] => [TIME ZONE] => to highlight the value of [hour: minute]. Move the trackball up or down to match it to the time difference, and then press **ENT** key.



4.2.2 How to use without Heading, Speed, Latitude and Longitude input

To use the function of this radar effectively, the default is set provided that all external input shall be connected at the initial status. Therefore, when no Heading and Speed signals are input from navigation equipment (in case not connected), this radar gives alarms and warning messages at lower right of the display, if the radar is started up factory default settings. These alarms are disengaged by pressing OFF key temporarily, however, the alarms are activated again next time the radar is start up. When only basic function of radar will be used without input signals from other devices, please use this radar with keeping the ship's bearing, ship's speed and latitude and longitude OFF as follows to disengage the alarm detection at start up.

Once set, the alarm is not detected next time the radar is started up. In this case, navigation function, mapping function, display of data, TT (ARPA) and AIS, etc. will be unable to use.

Method of setting

Press **MENU** key to display "Menu" and set as follows.

When HDG is not input (GPS compass and GYRO are not connected):

(1) [ALARM] => [ALARM ON/OFF] => [I/O] => [HDG INPUT] => [OFF], and press **ENT** key.

When SPD is not input (LOG and GPS are not connected):

(1) [ALARM] => [ALARM ON/OFF] => [I/O] => [SPD INPUT] => [OFF], and press **ENT** key.

Note: Please use the stability standard as [SEA STAB] (default value). A warning will be generated if it is set to [GROUND STAB]. Select [DISPLAY] => [STAB MODE] => [SEA] and press **ENT** key.

When LAT/LON is not input (GPS and PLOTTER are not connected):

(1) [ALARM] => [ALARM ON/OFF] => [I/O] => [LAT/LON INPUT] => [OFF], and press **ENT** key.

4.2.3 Set up Heading interfaces

4.2.3.1 Connection of KODEN GPS compass

Connect GPS compass to the SDME port. Refer to "3.4.8 GPS compass connection".

Press **MENU** key to display "Menu" and set as follows with the track ball.

(1) [MAINTENANCE] => [I/O] => [HDG] => [HDG] => [AUTO], and press **ENT** key.

Initialize GPS compass (DATA 1 or DATA 2 in KGC-222, DATA 2 in KGC-1 and SDME port of the radar are optimally reset.)

(1) [MAINTENANCE] => [I/O] => [KGC SET] => [INITIAL] => [GO], and press **ENT** key.

Note: With this initialization, port connected to the radar of GPS compass is set at 38400 bps, 50 ms for signal cycle, and HDT, GGA, VTG, DTM and ZDA for signal type.

Compensate angles of GPS compass

When mounting direction of GPS compass has been out of alignment, compensation of the misalignment allows GPS compass to output HDT signals as follows.

- (1) [MAINTENANCE] => [I/O] => [KGC SET] => [BRG CORR] => [0.0°], and then select the last digit of entry frame for a numerical value and set with **ENT** key after pointing at the angle to be compensated by moving the trackball up and down.

4.2.3.2 Connection of other device

In case of a gyro with analogue signal output such as step signal or synchronous signal (Refer to “3.4.5 Connecting a Gyro converter unit or THD using Junction box JB-35”), insert a gyro converter unit (optimal item: S2N) between them, convert the analogue signal into that of IEC 61162-2, and then input the signal into the gyro port of this device.

When a THD (a gyro with output based on IEC 61162-2) or a GPS compass from another manufacturer is connected (Refer to “3.4.4 Connecting a Gyro converter unit or THD”), connect the output based on IEC 61162 directly to the gyro port of this radar. Setting can be performed with pressing **MENU** key as follows:

- (1) [MAINTENANCE] => [I/O] => [HDG] => [HDG] => [AUTO], and press **ENT** key.

Set values: AUTO, THS, HDT, HDG, HDM, VTG, RMC, RMA, MAN

Caution: In case of either HDG, HDM, VTG, RMC, RMA or Manual is selected, TT (ARPA) function and true trail will not always work properly.

4.2.3.3 How to input the heading value by manual

The heading data can be set by manual for the purpose of an examination or repair.

Setting can be performed with pressing **MENU** key as follows:

- (1) [MAINTENANCE] => [I/O] => [HDG] => [HDG] => [MAN], and press **ENT** key.
- (2) [MAINTENANCE] => [I/O] => [HDG] => [MAN] => [VALUE] will show the current setting of the input value by highlighting the last digit value by the trackball.
- (3) Move the **TRACKBALL** up or down to set the value. Press **ENT** key to save the set result.

Setting value: 0.0 to 359.9°

Note: The manual input data is displayed with yellow color.

4.2.3.4 Compensation of angle of ship's bearing

When there is any constant error in input ship's bearing, it can be used after compensated as follows:

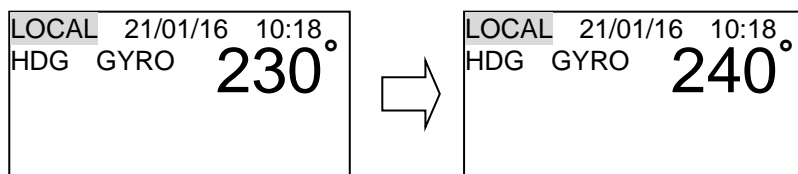
- (1) Press **MENU** key to display "Menu".

[MAINTENANCE] => [I/O] => [HDG] => [OFFSET] => [VALUE] will show the current setting of the input value by highlighting the last digit value by the trackball.

- (2) Move the **TRACKBALL** up or down to set the value. Press **ENT** key to save the set result.

Setting value: 0.0 to 359.9°

Example: OFFSET value: 10°



4.2.4 Setting of STW to be used for SEA STAB

Select an input device for STW to be used for TT (ARPA), AIS, TM, True Trail and PST POSN at stabilized speed against water.

In case of speed meter against water with pulse output such as LOG, the output shall be put in SDME of this unit after conversion of the signal into that of IEC 61162-1 through LOG converter unit (optional item: L12) inserted between them. Speed signal from GPS compass or GPS can be also input. For setting of this, use of [AUTO] is recommended as shown below.

- (1) [MAINTENANCE] => [I/O] => [STW] => [STW] => [AUTO], and press **ENT** key.

Set values: AUTO, VHW, VBW, VTG, RMC, RMB, RMA, MAN, CURRENT

MAN: This function is intended to input speed values manually. [MAN] is provided as an emergency measure, because many functions of radar become unavailable when the speed meter is faulty.

However, when [MAN] is selected, AIS is not available.

CURRENT: This means that STW is calculated from ground speed data and SET/DRIFT data inputted from VDR sentence or by manual.

4.2.4.1 How to input the STW value by manual

- (1) [MAINTENANCE] => [I/O] => [STW] => [MAN] => [VALUE] will show the current setting of the input value by highlighting the last digit value by the trackball.

- (2) Move the **TRACKBALL** up or down to set the value. Press **ENT** key to save the set result.

Setting value: 0.0 to 100.0 kn

Note: The manual input data is displayed with yellow color.

4.2.5 Setting of COG/SOG to be used for GROUND STAB

Select an input device of COG/SOG to be used for TT (ARPA), AIS, True Trail and PAST POSN at stabilized speed against ground. It is necessary to connect to GPS, Navigation device (VTG, RMC and RMA), 2-axis SDME (VBW) or current meter (CURRENT).

- (1) [MAINTENANCE] => [I/O] => [COG/SOG] => [COG/SOG] => [AUTO], and press **ENT** key.

Set values: AUTO, VBW, VTG, RMC, RMA, MAN, CURRENT

CURRENT: COG/SOG is calculated from STW and SET/DRIFT data.

Caution: When a ship has been brought to or is sailing, VTG, RMC and RMA of GPS may wamble in the course. Therefore, the speed vector of TT (ARPA) may also wamble. In this case, use it at the stabilized speed against water.

4.2.5.1 How to input the COG value by manual

- (1) [MAINTENANCE] => [I/O] => [COG/SOG] => [COG MAN] => [VALUE] will show the current setting of the input value by highlighting the last digit value by the trackball.

- (2) Move the **TRACKBALL** up or down to set the value. Press **ENT** key to save the set result.

Setting value: 0.0 to 359.9°

Note: The manual input data is displayed with yellow color.

4.2.5.2 How to input the SOG value by manual

- (1) [MAINTENANCE] => [I/O] => [COG/SOG] => [SOG MAN] => [VALUE] will show the current setting of the input value by highlighting the last digit value by the trackball.

- (2) Move the **TRACKBALL** up or down to set the value. Press **ENT** key to save the set result.

Setting value: 0.0 to 100.0 kn

Note: The manual input data is displayed with yellow color.

4.2.6 Setting of SET/DRIFT to be used for CURRENT mode

When [CURRENT] is selected in “4.2.4” (STW) and “4.2.5” (COG/SOG), the device to input SET/DRIFT is selected.

Select the sensor of SET/DRIFT when [CURRENT] is selected at STW and COG/SOG.

- (1) [MAINTENANCE] => [I/O] => [SET/DRIFT] => [SET/DRIFT] => [VDR] or [MAN], and press **ENT** key.

Set values: VDR, MAN

MAN: Use SET/DRIFT value manually input.

Note: AIS display does not work when [MAN] is selected.

4.2.6.1 How to input the SET/DRIFT value by manual

- (1) [MAINTENANCE] => [I/O] => [SET/DRIFT] => [SET MAN] => [VALUE] will show the current setting of the input value by highlighting the last digit value by the trackball.
- (2) Move the **TRACKBALL** up or down to set the value. Press **ENT** key to save the set result.
Setting value: 0.0 to 359.9°
- (3) [MAINTENANCE] => [I/O] => [SET/DRIFT] => [DRIFT MAN] => [VALUE] will show the current setting of the input value by highlighting the last digit value by the trackball.
- (4) Move the **TRACKBALL** up or down to set the value. Press **ENT** key to save the set result.
Setting value: 0.0 to 100.0 kn

Note: The manual input data is displayed with yellow color.

4.2.7 Setting of latitude and longitude (POSITION)

When AIS and MAP functions are used, it is necessary to input position data from GPS or navigation devices.

- (1) [MAINTENANCE] => [I/O] => [POSITION] => [POSITION] => Select [AUTO], [GNS], [GGA], [GLL], [RMC], [RMA], or [MAN], and press **ENT** key.
Set value: AUTO, GNS, GGA, GLL, RMC, RMA, MAN,

MAN: Manual input function as an emergency measure when positioning device such as GPS is faulty.

4.2.7.1 How to input the POSITION value by manual

- (1) [MAINTENANCE] => [I/O] => [POSITION] => [POSITION] => [MAN], and press **ENT** key.
- (2) [MAINTENANCE] => [I/O] => [POSITION] => [LAT MAN] => [VALUE] will show the current setting of the input value by highlighting the last digit value by the trackball.
- (3) Move the **TRACKBALL** up or down to set the value. Press **ENT** key to save the set result.
- (4) [MAINTENANCE] => [I/O] => [POSITION] => [LON MAN] => [VALUE] will show the current setting of the input value by highlighting the last digit value by the trackball.
- (5) Move the **TRACKBALL** up or down to set the value. Press **ENT** key to save the set result.

Note: The manual input data is displayed with yellow color.

4.2.7.2 Compensation of POSITION data

When the geodetic system in navigator and that in the map used are different, the position may become different even with the same values of latitude and longitude. In this case, input of [OFFSET] allows these positions to be matched.

[MAINTENANCE] => [I/O] => [POSITION] => [OFFSET] => [OFFSET] => [DTM] or [MAN], and press **ENT** key.

Set values: DTM and MAN

MAN: Setting is done by manual input of values.

AIS cannot be displayed because radar DATUM differs from DATUM of AIS when you used position offset.

4.2.7.3 How to input the compensation of position data by manual

(1) [MAINTENANCE] => [I/O] => [POSITION] => [OFFSET] => [OFFSET] => [MAN], and press **ENT** key.

(2) [MAINTENANCE] => [I/O] => [POSITION] => [OFFSET] => [LAT MAN] => [VALUE] will show the current setting of the input value by highlighting the last digit value by the trackball.

(3) Move the **TRACKBALL** up or down to set the value. Press **ENT** key to save the set result.
Setting value: 1.000S to 1.000N

(4) [MAINTENANCE] => [I/O] => [POSITION] => [OFFSET] => [LON MAN] => [VALUE] will show the current setting of the input value by highlighting the last digit value by the trackball.

(5) Move the **TRACKBALL** up or down to set the value. Press **ENT** key to save the set result.
Setting value: 1.000W to 1.000E

For setting in [MAN] mode, set the radar in N-UP mode to display map. Transmit radar and display the echo. Then, comparing the landscape of the radar image with the map, input offset values of latitude and longitude with the trackball. When a value is input, it moves right and left. Compensation can be easily applied.

4.2.8 Setting of serial output

Following serial data sentences can be output from NMEA port (J3, J5, J6, OP1 or OP2).

Note: GYRO and OTHER port will be active when the junction box JB-35 is connected to NAV port.

Make selection by following steps.

Select [MAINTENANCE] => [I/O] => [OUTPUT] => [OUTPUT J3], [OUTPUT J5], [OUTPUT J6], [OUTPUT OP1] or [OUTPUT OP2].

Then indicate following submenu by moving the trackball to the right.

| | |
|--------------|--------|
| >MAINTENANCE | |
| >I/O | |
| >OUTPUT | |
| >OUTPUT J3 | |
| DTM | 0.0sec |
| EVE | 1.0sec |
| GLL | 0.0sec |
| HBT | 5.0sec |
| HDT | 0.0sec |
| OSD | 1.0sec |
| POS | 0.0sec |
| ROT | 0.0sec |
| RSD | 1.0sec |
| THS | 0.0sec |
| TLB | 5.0sec |
| TLL | 0.0sec |
| TTD | 0.0sec |
| TTM | 0.0sec |
| VBW | 0.0sec |
| VDR | 0.0sec |
| VHW | 0.0sec |
| VTG | 0.0sec |
| ZDA | 0.0sec |

| | |
|--------------|--------|
| >MAINTENANCE | |
| >I/O | |
| >OUTPUT | |
| >OUTPUT xxxx | |
| DTM | 0.0sec |
| EVE | 0.0sec |
| GLL | 0.0sec |
| HBT | 0.0sec |
| HDT | 0.0sec |
| OSD | 0.0sec |
| POS | 0.0sec |
| ROT | 0.0sec |
| RSD | 0.0sec |
| THS | 0.0sec |
| TLB | 0.0sec |
| TLL | 0.0sec |
| TTD | 0.0sec |
| TTM | 0.0sec |
| VBW | 0.0sec |
| VDR | 0.0sec |
| VHW | 0.0sec |
| VTG | 0.0sec |
| ZDA | 0.0sec |

xxxx: J5, J6, OP1 or OP2

Highlight numeral value and enter desired period for desired sentence.

No output is available by 0.0 sec setting.

ENT key press validates the value.

4.2.8.1 Setting of TLL output

The position of marks and a cursor can be output to external devices.

Select the kinds of TLL sentences to be output.

(1) [MAINTENANCE] => [I/O] => [OUTPUT] => [TLL OUT] => Select [TT], [MARK] or [TARGET], and press **ENT** key.

Set values: TT, MARK, TARGET

TT: The position of automatic tracking target captured is output with the cycle set in "4.2.8 Setting of serial output".

MARK: The positions marked in drawing will be output at every marking.

TARGET: TLL output is set on the function key. Every press of the function key allows the position of cursor to be output as TLL on the screen.

4.2.8.2 Setting of ALR output port

Signal (ALR) of alarm generated by radar can be output to external devices. In addition, it is possible to stop the alarm from the radar with receipt of signals (ACK) to stop it from the external devices.

Select a port for transmission of fault alarm in radar to external devices.

(1) [MAINTENANCE] => [I/O] => [OUTPUT] => [ALR OUT PORT] => Select [J3], [J5], [J6], [OP1] or [OP2], and press **ENT** key.

Set values: J3, J5, J6, OP1, OP2

4.2.8.3 Setting of ALF output port

Signal (ALF) of alarm generated by radar can be output to external devices. In addition, it is possible to stop the alarm from the radar with receipt of signals (ACK) to stop it from the external devices.

Select a port for transmission of fault alarm in radar to external devices.

(1) [MAINTENANCE] => [I/O] => [OUTPUT] => [ALF OUT PORT] => Select [J3], [J5], [J6], [OP1] or [OP2], and press **ENT** key.

Set values: J3, J5, J6, OP1, OP2

4.2.8.4 TTM target number

Select 2 or 3 digits for the target number in the output TTM sentence.

[2 DIGITS]: IEC61162-1 3rd and former

[3 DIGITS]: IEC61162-1 4th and after

4.2.9 Limiting of type of signal to input port

When the device is connected with multiple nautical instruments, the same signals from HDT and GLL, etc. are input from several input ports. If the values of these input signals are different, interference that may cause jumping of ship's bearing and LAT/LON may occur. In these cases, an input port can be assigned for each signal type.

Select as [MAINTENANCE] => [I/O] => [INPUT] and display the setting sub-menu as follows:

Setting sub-menu

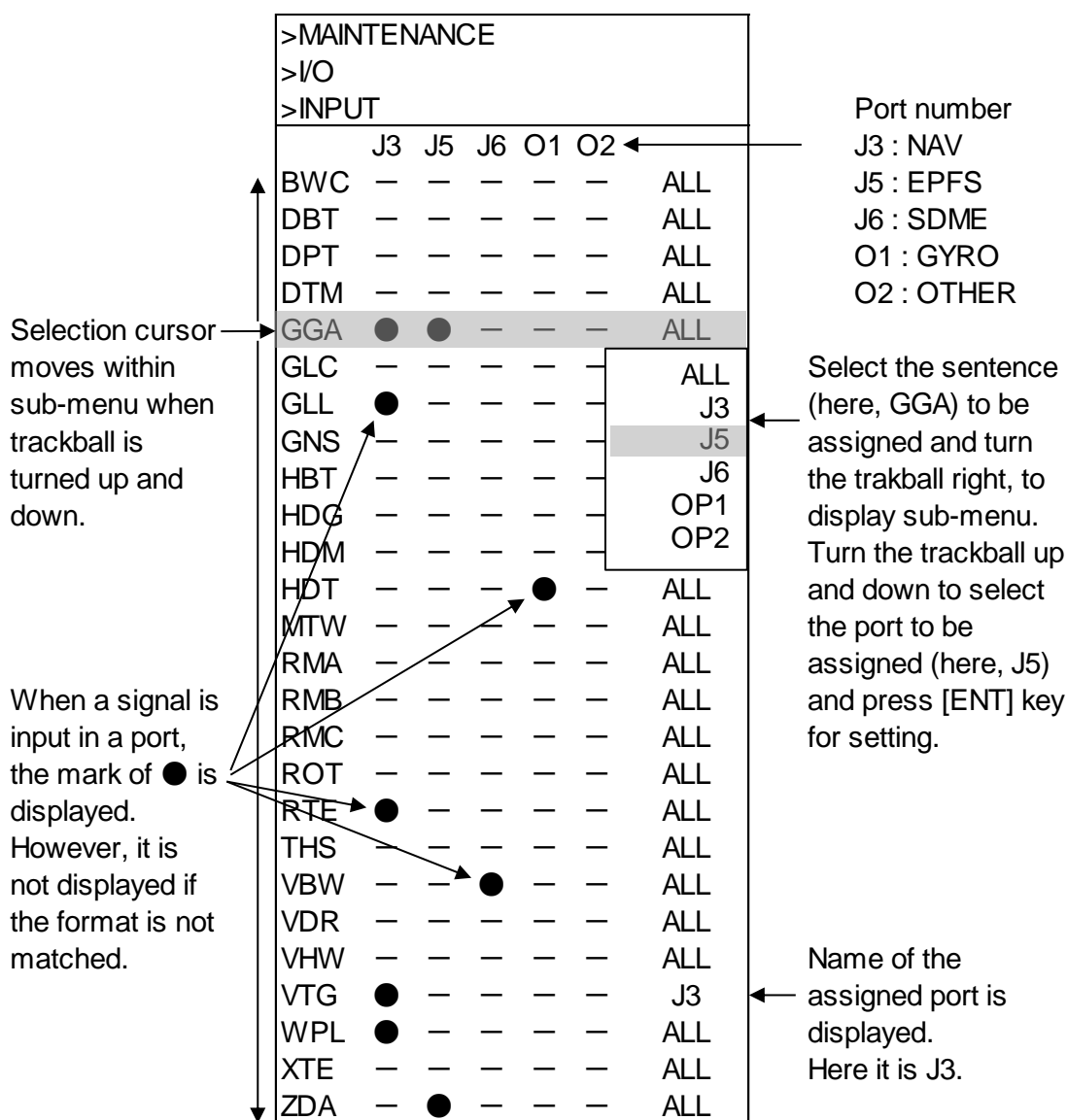


Fig 4.7 Input signals and ports

4.2.10 Changing formats of input/output ports of navigation devices, position and ship speed (IEC 61162).

When the data is correctly input in each port and is not displayed on the display, the formats of signals (IEC 61162) may be unmatched. In this case, display [INPUT] menu mentioned in 4.2.9, and confirm that a mark is displayed at the intersection point of the input sentence and the input port. When a mark is not displayed, set each format (baud rate) of input/output so as to match with those of connected sensors with input sentences.

The baud rates are:

IEC 61162-1: 4800 bps

IEC 61162-2: 38400 bps

Default value per port is set as follows:

J3 (NAV): IEC 61162-2

J5 (EPFS): IEC 61162-1

J6 (SDME): IEC 61162-1

OP1 (GYRO): IEC 61162-2

OP2 (OTHER): IEC61162-1

GYRO and OTHER port will be displayed when JB-35 is connected to NAV (J3).

Example of change of setting: J3 port 38400 bps => 4800 bps

Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [I/O] => [BAUDRATE] => [J3] => [4800] and set with **ENT** key.

4.2.10.1 Setting all I/O ports automatically

This radar can set the format of all I/O ports automatically by following procedure.

(1) Press **MENU** key to display "Menu".

[MAINTENANCE] => [I/O] => [BAUDRATE] => [AUTO SETUP] => [GO], and press **ENT** key.

About 30 sec. later all I/O ports can be set by input signals connected to external devices.

4.2.11 Setup KGC (GPS compass)

When connect KGC (KODEN GPS compass) to the SDME (ship's speed) port, please set KGC to set format and output sentences.

Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [I/O] => [KGC SET] => [INITIAL] => [GO], and press **ENT** key.

Data 1 or Data 2 in KGC-222 and SDME port of the radar are optimally set.

Caution: With this initialization, Data 1 or Data 2 (port connected to the radar) of KGC-222 is set at 38400 bps for baud rate, 50ms for signal cycle, and HDT, GGA, VTG, DTM and ZDA for signal type.

Bearing correction of KGC-222

When the mounting direction of KGC-222 has been out of alignment, compensation of the misalignment allows KGC-222 to output HDT signal as follows.

(1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [I/O] => [KGC SET] => [BRG CORR] =>

(2) Select the last digit of entry frame for a numerical value, then press **ENT** key after pointing at the angle to be compensated by moving the trackball up and down.

4.2.12 Setup JB-35 (option)

Connect junction box JB-35 to the J3 port.

Refer to "3.4.5 Connecting a Gyro converter unit or THD using Junction box JB-35".

Refer to "3.4.6 Connecting a Junction box JB-35 to Gyro, OTHER and Inter-switch data".

Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [I/O] => [JB-35 SET] => [JB-35] => [AUTO], and press **ENT** key.

Select [MAINTENANCE] => [I/O] => [JB-35 SET] => [INITIAL] => [GO], and press **ENT** key.

After above setting, the radar can access the SLAVE 1, 2 and 3 ports of JB-35 as NAV, GYRO and OTHER.

For the connection confirmation

Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [I/O] => [BAUDRATE] or [SERIAL MONITOR] =>

GYRO and OTHER items menu will be displayed without gray mask.

When GYRO and OTHER item menu with gray mask will be displayed, JB-35 setting has failed.

4.2.13 Serial monitor

Serial input signals can be checked by the window of serial data monitor.

Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [I/O] => [SERIAL MONITOR] => select [J3], [J5], [J6], [OP1], [OP2], [AIS] or [ALL] => Input data of selected port will be displayed.

[AIS] port means AIS data from AIS device.

[ALL] means that the data of all ports will be displayed at the same time.

| |
|--|
| >MAINTENANCE >I/O >SERIAL MONITOR. >ALL NAV _____ EPFS _____ SDME _____ GYRO _____ OTHER _____ AIS |
|--|

4.3 Setup SECTOR MUTE mode (Cannot use while transmitting)

SECTOR MUTE is the function enabling user to stop transmission to designated direction when there are hazardous objects near antenna location or near a human body.

When using SECTOR MUTE, it takes longer time to detect optimum value in auto tuning at the start of transmission and change of range. Therefore manual tuning is recommended to use when using SECTOR MUTE.

SECTOR MUTE mode ON or OFF

Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [SECTOR MUTE] => [MUTE] => [ON or OFF] => and press **ENT** key.

Setup starting angel setup of SECTOR MUTE

Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [SECTOR MUTE] => [START] => select 0 to 359°, and press **ENT** key.

Setup ending angle of SECTOR MUTE

Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [SECTOR MUTE] => [END] => select 0 to 359°, and press **ENT** key.

4.4 Setup PRESET

4.4.1 Setup RAIN MIN and MAX mode

There are two modes of MAN and CFAR in anti-rain clutter mode.

Change method of MAN and CFAR.

Press the **RAIN** knob, or put a cursor on the indicator of MAN or CFAR upper right of the display and press **ENT** key.

4.4.1.1 RAIN MIN (MAN and CFAR mode)

RAIN MIN is intended to adjust the preset minimum value of anti-rain clutter. This is a function even when anti-rain clutter suppression knob is set at minimum.

This function has also effect to moderate the effect against turned angle of the knob and to make adjustment easy. This setting can be applied to the entire range.

MAN mode

- (1) Check MAN indication of RAIN mode from upper right of the display. If RAIN mode is CFAR, change to MAN mode. If GAIN mode is AUTO, change to MAN mode. If SEA mode is AUTO, change to MAN mode.
- (2) Set RAIN at 0 by turning **RAIN** knob, set SEA at a moderate level by turning **SEA** knob, set GAIN at 80 by turning **GAIN** knob and set BRILL at a maximum level by turning **BRILL** knob.
- (3) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [PRESET] => [RAIN MIN] and highlight the last digit of the numerical entry frame.
- (4) Move the trackball up and down to change the value, and press **ENT** key when bondens and seaway buoys have reduced small enough in size on the display.
Setting value is 0 to 4095: Initial setting is 0

CFAR mode

- (1) Check CFAR indication of RAIN mode from upper right of the display. If RAIN mode is MAN, change to CFAR mode. If SEA mode is AUTO, change to MAN mode.
- (2) Set RAIN at 0 by turning **RAIN** knob, set SEA at a moderate level by turning **SEA** knob and set BRILL at a maximum level by turning **BRILL** knob.
- (3) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [PRESET] => [RAIN MIN] and highlight the last digit of the numerical entry frame.
- (4) Move the trackball up and down to change the value, and press **ENT** key when bondens and seaway buoys have reduced small enough in size on the display.
Setting value is 0 to 4095: Initial setting is 0

4.4.1.2 RAIN MAX (MAN and CFAR mode)

This is intended to adjust the maximum value of anti-rain clutter. When the effect of anti-rain clutter suppression is weak or strong, this can be used.

MAN mode

- (1) Check MAN indication of RAIN mode from upper right of the display. If RAIN mode is CFAR, change to MAN mode. If GAIN mode is AUTO, change to MAN mode. If SEA mode is AUTO, change to MAN mode.
- (2) Set RAIN at 100 by turning **RAIN** knob, set GAIN at 100 by turning **GAIN** knob and set SEA at 0 by turning **SEA** knob in rainfall.
- (3) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [PRESET] => [RAIN MAX] and highlight the last digit of the numerical entry frame.
- (4) Move the trackball up and down to change watching the display, and press **ENT** key when large blocks of rain clutter become smaller points and just before small boats and seaway buoys will disappear.
Setting value is 0 to 4095: Initial setting is 0

CFAR mode

- (1) Check CFAR indication of RAIN mode from upper right of the display. If RAIN mode is MAN, change to CFAR mode. If SEA mode is AUTO, change to MAN mode.
- (2) Set RAIN at 100 by turning **RAIN** knob and set SEA at 0 by turning **SEA** knob in rainfall.
- (3) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [PRESET] => [RAIN MAX] and highlight the last digit of the numerical entry frame.
- (4) Move the trackball up and down to change watching the display, and press **ENT** key when large blocks of rain clutter become smaller points and just before small boats and seaway buoys will disappear.
Setting value is 0 to 4095: Initial setting is 4095

4.4.2 Setup SEA MIN and MAX mode

There are two modes of MAN and AUTO in sea clutter suppression.

Change method of MAN and AUTO.

Press the **SEA** knob, or put a cursor on the indicator of MAN or AUTO upper right of the display and press **ENT** key.

4.4.2.1 SEA MIN (MAN and AUTO mode)

This setting is a function to make the value set under Sea suppression effective even when SEA is set at a minimum level by turning **SEA** knob. Due to the raise of the minimum value, this function allows the effect against the angle of the turning of the knob to be moderated and the adjustment with the knob to be made easier. This adjustment can be used in common for the entire range. Please carry out the adjustment at mild state of sea.

MAN mode

- (1) Check MAN indication of SEA mode from upper right of the display. If SEA mode is AUTO, change to MAN mode. If GAIN mode is AUTO, change to MAN mode. If RAIN mode is CFAR, change to MAN mode.
- (2) Set the range scale at 0.75 NM, set SEA at 0 by turning **SEA** knob, set RAIN at 0 by turning **RAIN** knob, set GAIN at 80 by turning **GAIN** knob and set BRILL at a maximum level by turning **BRILL** knob.
- (3) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [PRESET] => [SEA MIN] and highlight of the last digit of entry frame of numerical value by moving the trackball.
- (4) Move the trackball up and down to change the value, erase sea clutter on the display that may be generated by dust and birds, and set not to erase bondens and seaway buoys. Press **ENT** key for setting.
Setting value is 0 to 4095: Initial setting is 0

AUTO mode

- (1) Check AUTO indication of SEA mode from upper right of the display. If SEA mode is MAN, change to AUTO mode. If GAIN mode is AUTO, change to MAN mode. If RAIN mode is CFAR, change to MAN mode.
- (2) Set the range scale at 0.75 NM, set SEA at 0 by turning **SEA** knob, set RAIN at 0 by turning **RAIN** knob, set GAIN at 80 by turning **GAIN** knob and set BRILL at a maximum level by turning **BRILL** knob.
- (3) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [PRESET] => [SEA MIN] and highlight of the last digit of entry frame of numerical value by moving the trackball.
- (4) Move the trackball up and down to change the value, erase sea clutter on the display that may be generated by dust and birds, and set not to erase bondens and seaway buoys. Press **ENT** key for setting.
Setting value is 0 to 4095: Initial setting is 4095

4.4.2.2 SEA MAX (MAN and AUTO mode)

The use of manual and auto SEA suppression allows the suppression effect at the maximum level.

MAN mode

- (1) Check MAN indication of SEA mode from upper right of the display. If SEA mode is AUTO, change to MAN mode. If GAIN mode is AUTO, change to MAN mode. If RAIN mode is CFAR, change to MAN mode.
- (2) Set the range scale at 12 NM, set SEA at 0 by turning **SEA** knob, set RAIN at 0 by turning **RAIN** knob, set GAIN at 80 by turning **GAIN** knob and set BRILL at a maximum level by turning **BRILL** knob.
- (3) Press **VRM1** key to display and set VRM at 8.0NM by turning **VRM** knob.
- (4) Put the cursor on IR1, IR2 or IR3 on the display, then press **ENT** key to select OFF. When IR is turned OFF, white noise on the display increases. Keep GAIN at 80.
- (5) Set SEA at 100 (a maximum level) by turning **SEA** knob.
- (6) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [PRESET] => [SEA MAX] and highlight of the last digit of entry frame of numerical value by moving the trackball.
- (7) Move the trackball up and down watching white noise on the display to increase the set value of [SEA MAX] from 0. When the white noise on the display disappears from the area between the center and 8 NM, stop the movement of the trackball and press **ENT** key for setting.
- (8) After completion of all setting, return IR1, IR 2 or IR3.

The set value of [SEA MAX] is applied to the entire ranges.

AUTO mode

- (1) Check AUTO indication of SEA mode from upper right of the display. If SEA mode is MAN, change to AUTO mode. If GAIN mode is AUTO, change to MAN mode. If RAIN mode is CFAR, change to MAN mode.
- (2) Set the range scale at 12 NM, set SEA at 0 by turning **SEA** knob, set RAIN at 0 by turning **RAIN** knob, set GAIN at 80 by turning **GAIN** knob and set BRILL at a maximum level by turning **BRILL** knob.
- (3) Press **VRM1** key to display and set VRM at 8.0NM by turning **VRM** knob.
- (4) Put the cursor on IR1, IR2 or IR3 on the display, then press **ENT** key to select OFF. When IR is turned OFF, white noise on the display increases. Keep GAIN at 80.
- (5) Set SEA at 100 (a maximum level) by turning **SEA** knob.
- (6) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [PRESET] => [SEA MAX] and highlight of the last digit of entry frame of numerical value by moving the trackball.

- (7) Move the trackball up and down watching white noise on the display to increase the set value of [SEA MAX] from 0. When the white noise on the display disappears from the area between the center and 8 NM, stop the movement of the trackball and press **ENT** key for setting.
- (8) After completion of all setting, return IR1, IR 2 or IR3.

4.4.3 Setup GAIN MIN and MAX mode

Display sensitivity of the screen against the **GAIN** knob is set. When the sensitivity against turning of the knob is too high or too low, it can be adjusted with knob.

There are two modes of MAN and AUTO in gain sensitivity control.

Change method of MAN and AUTO.

Press the **GAIN** knob, or put a cursor on the indicator of **MAN** or **AUTO** upper right of the display and press **ENT** key.

4.4.3.1 GAIN MIN (MAN and AUTO mode)

This setting is a function to make the value set under GAIN sensitivity control effective even when GAIN is set at a minimum level by turning **GAIN** knob. Due to the raise of the minimum value, this function allows the effect against the angle of the turning of the knob to be moderated and the adjustment with the knob to be made easier. This adjustment can be used in common for the entire range.

MAN mode

- (1) Check MAN indication of GAIN mode from upper right of the display. If GAIN mode is AUTO, change to MAN mode. If SEA mode is AUTO, change to MAN mode. If RAIN mode is CFAR, change to MAN mode.
- (2) Set the range scale at 24 NM, set SEA at 0 by turning **SEA** knob, set RAIN at 0 by turning **RAIN** knob, set **PICTURE 1** mode, set GAIN at 0 by turning **GAIN** knob and set BRILL at a maximum level by turning **BRILL** knob.
- (3) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [PRESET] => [GAIN MIN] and highlight of the last digit of entry frame of numerical value by moving the trackball.
- (4) Move the trackball up and down to change the value, only the highest signal levels are presented.
Press **ENT** key for setting.
Setting value is 0 to 4095: Initial setting is 0

AUTO mode

- (1) Check AUTO indication of GAIN mode from upper right of the display. If GAIN mode is MAN, change to AUTO mode. If SEA mode is AUTO, change to MAN mode. If RAIN mode is CFAR, change to MAN mode.

- (2) Set the range scale at 24 NM, set SEA at 0 by turning **SEA** knob, set RAIN at 0 by turning **RAIN** knob, set **PICTURE 1** mode, set GAIN at 0 by turning **GAIN** knob and set BRILL at a maximum level by turning **BRILL** knob.
- (3) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [PRESET] => [GAIN MIN] and highlight of the last digit of entry frame of numerical value by moving the trackball.
- (4) Move the trackball up and down to change the value, only the highest signal levels are presented.
Press **ENT** key for setting.
Setting value is 0 to 4095: Initial setting is 0

4.4.3.2 GAIN MAX (MAN and AUTO mode)

This setting is a function to make the value set under GAIN sensitivity control effective even when GAIN is set at a maximum level by turning **GAIN** knob.

MAN mode

- (1) Check MAN indication of GAIN mode from upper right of the display. If GAIN mode is AUTO, change to MAN mode. If SEA mode is AUTO, change to MAN mode. If RAIN mode is CFAR, change to MAN mode.
- (2) Set the range scale at 24 NM, set SEA at 0 by turning **SEA** knob, set RAIN at 0 by turning **RAIN** knob, set **PICTURE 1** mode, set GAIN at a maximum level by turning **GAIN** knob and set BRILL at a maximum level by turning **BRILL** knob.
- (3) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [PRESET] => [GAIN MAX] and highlight the last digit of entry frame of numerical value by moving the trackball.
- (4) Watching the white noise on the display, change the setting value for gain with moving the trackball up and down, and press **ENT** key at an appropriate point for setting.
Setting value is 0 to 4095: Initial setting is 0

AUTO mode

- (1) Check AUTO indication of GAIN mode from upper right of the display. If GAIN mode is MAN, change to AUTO mode. If SEA mode is AUTO, change to MAN mode. If RAIN mode is CFAR, change to MAN mode.
- (2) Set the range scale at 24 NM, set SEA at 0 by turning **SEA** knob, set RAIN at 0 by turning **RAIN** knob, set **PICTURE 1** mode, set GAIN at a maximum level by turning **GAIN** knob and set BRILL at a maximum level by turning **BRILL** knob.
- (3) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [PRESET] => [GAIN MAX] and highlight of the last digit of entry frame of numerical value by moving the trackball.

- (4) Watching the white noise on the display, change the setting value for gain with moving the trackball up and down, and press **ENT** key at an appropriate point for setting.

Setting value is 0 to 4095: Initial setting is 4095

4.4.4 Setup GAIN OFFSET mode

This is a function to adjust the gain sensitivity difference of every range when range scale is changed.

This setting is performed by every each range scale.

For example: When gain sensitivity of 3NM looks low (weak).

- (1) Set range scale 3NM.

- (2) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [PRESET] => [GAIN OFFSET] => increase setting value.

- (3) Change range scale up and down to check the gain sensitivity difference.

Setting value is 0 to 4095: Initial setting is 0.

Note: This function is effective about the change of the transmission pulse width.

4.4.5 Setup SEA OFFSET mode

This is a function to adjust the sea clutter suppression difference of every range when range scale is changed.

This setting is performed by every each range scale.

For example: When sea clutter suppression of 3NM looks low (weak).

- (1) Set range scale 3NM.

- (2) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [PRESET] => [SEA OFFSET] => increase setting value.

- (3) Change range scale up and down to check the sea clutter suppression difference.

Setting value is 0 to 4095: Initial setting is 0.

Note: This function is effective about the change of the transmission pulse width.

4.5 SAVE and LOAD of Setup data / MAP (Cannot be used while transmitting)

By saving setup data to the internal memory or external memory, the initial setup and all settings are saved, in the event that the radar needs to be reinitialized or some changes been made, user can go back to the original settings by restoring from memory.

Backup of setup data should be saved after initial setup.

In case of malfunction of display where initialization must be done, restore of backup data saved at the time of original setup will bring all proper settings and turning setup back to normal operation.

4.5.1 Internal save of setup data

Save setup data to the internal memory:

- (1) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [BACKUP] => [SETUP SAVE] => [GO] and press **ENT** key.

Restore setup data from the internal memory:

- (1) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [BACKUP] => [SETUP LOAD] => [GO] and press **ENT** key.

4.5.2 External save of setup and map data (Cannot be performed while transmitting)

To save setup and map data externally, this information can be later used to restore after a possible malfunction.

The external memory uses an SD memory card.

CAUTION: Please do not use the SD memory card which is loaded with software program files.

Save setup and map data to SD card:

- (1) Insert SD memory card in the upper card reader on the rear of the Display unit.
- (2) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [BACKUP] => [SD CARD] => select [SETUP SAVE], [MARK SAVE], [TGT TRACK SAVE] or [OWN TRACK SAVE] => [GO], and press **ENT** key.
When SD memory card not inserted, [SD CARD] menu is shaded menu and cannot be operated.

Restore setup and map data from SD card:

- (1) Insert SD card that was used to store settings in above procedure in the upper card reader on the rear of the Display unit.
- (2) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [BACKUP] => [SD CARD] => select [SETUP LOAD], [MARK LOAD], [TGT TRACK LOAD] or [OWN TRACK LOAD] => [GO], and press **ENT** key.
When SD memory card not inserted or no data found on the card, [SD CARD] menu is shaded menu and cannot be operated.

4.5.3 Parameter reset

Use this function as means to return the radar to its default settings as it was at first power on.

- (1) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [BACKUP] => [PARAMETER RESET] => [GO], and press **ENT** key.

4.5.4 MAP, Target Track and Past Position reset

Use this function as means to delete all the map, target track and past position data from radar internal memory.

- (1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [BACKUP] => [MAP/PAST RESET] => [GO], and press **ENT** key.

4.6 TOTAL Hour and TX Hour (Cannot use while transmitting)

TOTAL HOUR menu indicates the total operating time of the radar.

Following operation can be used to reset total hours to 0.

- (1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [TOTAL HOUR] => [RESET] => and press **ENT** key.

TX HOUR menu indicates the total transmitting time of the radar.

This is useful information to use when exchanging radar parts. Use this hour information to judge magnetron life expectancy.

Reset after components have been exchanged.

- (1) Press **MENU** key to display "Menu".

Select [MAINTENANCE] => [TX HOUR] => [RESET] => and press **ENT** key.

4.7 MENU Setup

MENU SETUP menu can be used to simplify full menu and turn off the items in full menu that are not used. This is often used to remove not needed menu items for simple operation of the radar.

- (1) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [MENU SETUP] => [GO] => and press **ENT** key.
Setup menu display will display.
- (2) Select menu item to set ON or OFF => select [X] or [O] => and press **ENT** key.
- (3) When setup finish, press **MENU** key. Menu display will disappear.
Press **MENU** key again. [X] mark menu items are not displayed.

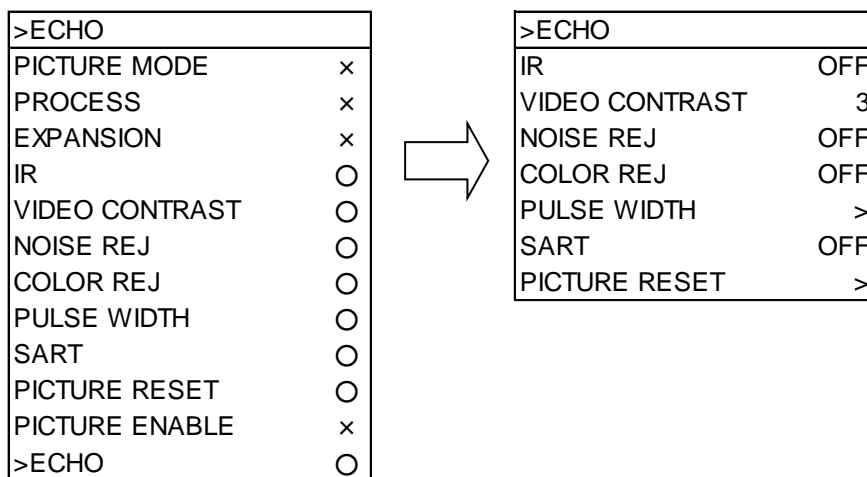


Figure 4.8

4.8 Version confirmation

Currently installed firmware version can be found by using following menu operation.

- (1) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [VERSION] =>

4.9 How to update the system program

- (1) Prepare SD memory card with latest program.
File name: radar
File type: MOT
- (2) Turn off the power.
- (3) Insert SD memory card in the upper card reader on the rear of the Display unit.
- (4) Press **POWER ON/OFF** key to turn on, radar will start update procedure automatically.
Message of "LOADING IN PROGRESS" "PLEASE DO NOT POWER OFF" and time bar will be displayed.

EBL1, **EBL2** and **BRILL**, **VRM1**, **VRM2** and **PANEL** key's lamps flash red.

Few minutes later, when program update is complete, "LOADING COMPLETE" "PLEASE EJECT SD CARD" message appears on the display.

- (5) Eject SD memory card from the card reader, and reboot automatically

4.10 Setup VECTOR on tracked targets

The course and speed are indicated as vector after tracking is established.

Two types of display mode are available: relative display (REL) and true display (TRUE).

(Initial setting: REL)

- 1** Press **MENU** key to display "Menu".

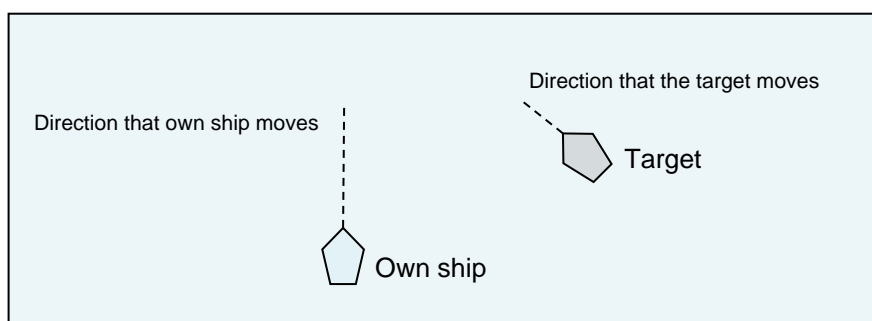
Select [TARGET] => [VECT] => [TRUE/REL] => select [TRUE] or [REL], and press **ENT** key.

TRUE: This vector shows the course/speed of a target only, regardless of own ship.

REL: This vector adds the course/speed of a target to the course/speed of own ship.

Example:

<Own ship position and Target position>



<Radar display>

| VECTOR [TRUE] | VECTOR [REL] |
|--|--|
| | |
| This vector shows the course/speed of a target only, regardless of own ship. | This vector adds the course/speed of a target to the course/speed of own ship. |

Refer to 4.1 Common setting "VECTOR REL/TRUE" of Operation manual.

Chapter 5 Troubleshooting and on board repair

In this chapter we provide troubleshooting procedures to find malfunction parts on a ship.

5.1 Necessary information at the time of repair request

Please note the following items:

- (1) Ship name and phone number of the satellite communication system if equipped
- (2) Product type name
- (3) Product serial number
- (4) Software version name described in the [MAINTENANCE] Menu.
- (5) A following port of call, arrival schedule, and agency name
- (6) Status of malfunction and results of diagnostics on a ship

5.2 Provided self diagnostic facilities

The alarm display on the display and lamp for internal status is provided for self-diagnostics of this device.

5.2.1 Alarm display and how to cancel

Alarm display may appear at the lower right of the radar display as shown in Figure 5.1 when a malfunction or operation error has been detected in the device.

Abnormalities are categorized as [Alarm], [Warning] and [Caution]. When alarm display actually appears and there is something wrong with radar, record the alarm details by type, location and status and press **OFF** key. The alarm sound and display will disappear. Multiple errors may be displayed one by one. Record all alarms and press **OFF** key for every alarm. The types of alarm, warning and caution are shown in Table 5.1.

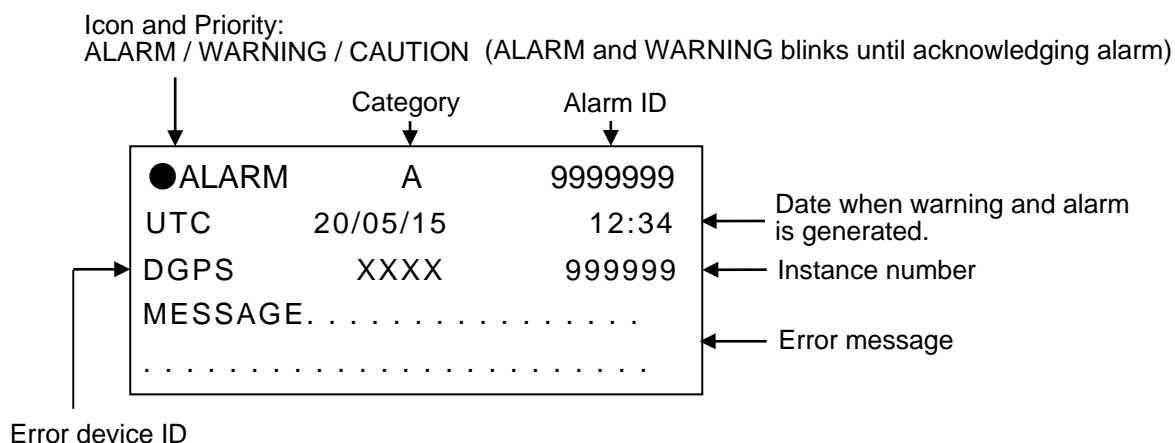


Figure 5.1 Alarm, Warning and Caution display

5.2.1.1 Alarm display list

Table 5.1 Alarm, Warning and Caution display list of radar

| <div> <div>Category</div> <div>Priority (A: ALARM, W: Warning, C: Caution)</div> <div>ID number (0-9999: IMO, 10000-9999999: Maker)</div> <div>Instance number</div> <div>ALR number</div> </div> | | | | | Contents | Cause |
|---|---|-----|---|----|---|--|
| A | W | 190 | 1 | 57 | AIS targets exceed the limit. | Number of AIS targets exceeding the maximum 1000 has been input. |
| A | W | 190 | 2 | 54 | Tracked targets exceeded the limit. | Number of tracked targets in TT (ARPA) exceeded the maximum 100. |
| A | W | 190 | 3 | 56 | AIS input targets exceeded the limit. | Number of AIS targets exceeding the maximum 1000 has been input. |
| B | C | 190 | 4 | 58 | AIS targets overload. (95%) | Number of AIS targets being input exceeded 951. |
| B | C | 190 | 5 | 55 | Tracked targets overload. (95%) | Number of tracking targets exceeded 95. |
| A | A | 191 | 1 | 3 | Tracked target exceeded the CPA/TCPA limit. | Tracked target has turned into dangerous target. |
| A | A | 191 | 2 | 8 | AIS target exceeded the CPA/TCPA limit. | AIS target has turned into dangerous target. |
| A | W | 192 | 1 | 4 | Tracked target entered into the guard zone. | Tracked target has entered into the guard zone. |
| A | W | 192 | 2 | 5 | Auto acquisition of a radar target. | Captured a target entered into auto acquisition area. |
| A | W | 192 | 3 | 9 | AIS target entered into the guard zone. | AIS target entered into the guard zone. |
| A | W | 192 | 4 | 10 | Auto activation of an AIS target. | A sleeping target has been activated. |
| A | W | 193 | 1 | 1 | Tracked target is lost. | TT (ARPA) has been lost. |
| A | W | 193 | 2 | 7 | AIS target is lost. | AIS target has been lost. |
| A | W | 193 | 3 | 2 | Ref tracked target is lost. | Ref tracked target has been lost. |
| B | W | 194 | 1 | 22 | HDG is unavailable. | THS or HDT are not inputted. |
| B | W | 194 | 2 | 23 | SDP is unavailable. | VBW, VTG, RMA or RMC are not inputted. |
| B | W | 194 | 3 | 24 | COG/SOG is unavailable. | COG/SOG is not inputted. |
| B | W | 194 | 4 | 25 | SET/DRIFT data is unavailable. | VDR is not inputted. |

| | | | | | | |
|---|---|-------|----|-----|---|--|
| B | W | 194 | 5 | 26 | LAT/LON data is unavailable. | GLL or GGA, GNS, RMC, RMA are not inputted. |
| B | W | 194 | 6 | 27 | DATUM data is unavailable. | DTM is not input. |
| B | W | 194 | 7 | 28 | TIME data is unavailable. | ZDA or RMC, GGA are not input. |
| B | C | 194 | 8 | 60 | AIS no OS COG/SOG data. | Own ship's data that is necessary for AIS are not input. |
| B | W | 194 | 9 | 61 | AIS no data. | There is no AIS data. VDM is not input from AIS. |
| B | C | 194 | 13 | 29 | HDG is manual. | There is not heading signal. |
| B | C | 194 | 14 | 30 | SDP is manual. | There is not speed signal. |
| B | C | 194 | 15 | 31 | COG/SOG is manual. | There are not ground course and speed signal. |
| B | C | 194 | 16 | 32 | SET/DRIFT is manual. | There is not tide signal. |
| B | C | 194 | 17 | 33 | LAT/LON is manual. | There are not latitude and longitude signal. |
| B | C | 194 | 18 | 80 | Receive alert of any signal or sensor in use. | Receive alert of any signal or sensors in use. |
| B | C | 194 | 25 | 109 | AIS no data. | There is no AIS data. VDM is not input from AIS. |
| B | C | 194 | 26 | 110 | SPD is unavailable. | VBW, VTG, RMA or RMC are not inputted. |
| B | C | 194 | 27 | 111 | COG/SOG is unavailable. | COG/SOG is not inputted. |
| B | W | 999 | 1 | 89 | Test alert only. | Under alert test. |
| A | W | 10000 | 1 | 53 | Echo area alarm detected. | Images are detected in echo alarm area. |
| A | W | 10000 | 2 | 15 | Echo map area alarm detected. | Images were detected in map area. |
| B | C | 10000 | 3 | 11 | Activated AIS target without HDG or COG. | There is neither ship's bearing nor fairway of AIS active target input data to HDG or COG. |
| B | C | 11000 | 1 | 14 | Nav line exceeded. | Own ship crossed the Nav line. |
| B | C | 11000 | 2 | 62 | Received AIS message. | Received AIS message to OWN ship. |
| B | C | 12000 | 1 | 16 | Change to relative bearing. | True bearing is not inputted. |
| B | C | 12000 | 2 | 17 | Change to relative vector. | VBW, VTG or VDR are not inputted. |
| B | C | 12000 | 3 | 18 | Change to relative past position. | VBW, VTG or VDR are not inputted. |
| B | C | 12000 | 4 | 19 | Change to head up. | THS, HDT, HDM or VTG, RMA, RMC are not inputted. |
| B | C | 12000 | 5 | 20 | Change EBL origin position. | THS, HDT, HDM or VTG, RMA, RMC are not inputted. |

| | | | | | | |
|---|---|-------|----|----|--|---|
| B | C | 12000 | 6 | 34 | Change to sea stabilization. | Ship's bearing: THS, HDT, HDM, VTG Course against water: VBW Speed: VBW, VTG, VHW are not input. |
| B | C | 12000 | 7 | 64 | Change to reference antenna. | The set CCRP went beyond radar display. Reference has moved to antenna position. |
| A | A | 12000 | 8 | 65 | Cannot use the CCRP. | Cannot display CCRP position. Change position or range. |
| B | C | 12000 | 9 | 21 | Change to off process. | THS, HDT, HDM or VTG, RMA, RMC are not inputted. |
| B | C | 12000 | 10 | 35 | Change to ground stabilization | Speed: VBW or VHW is not input. Change to ground stabilization. Check VBW or VHW sentence. |
| B | C | 12000 | 11 | 36 | Change SOG input to EPFS | Change SOG input source from SDME (VBW) to EPFS (VTG). |
| B | C | 16000 | 1 | 47 | Inter-switch not connected. | NAV ports between master and slave are not connected. |
| B | C | 16000 | 2 | 59 | AIS alarm signal. | Alarm for abnormality is input in AIS alarm terminal of AIS port or the terminals are open. |
| B | C | 16000 | 3 | 66 | No WGS84 DATUM. | Input geodetic system is not WGS84. |
| A | A | 17000 | 1 | 41 | Antenna not connected. | Connector of Antenna may not be connected to Antenna, or Scanner unit may be faulty. |
| A | A | 17000 | 2 | 42 | Antenna magnetron current abnormal. | Magnetron may be at the end of life or transmission high voltage fuse blown. |
| A | A | 17000 | 3 | 43 | Antenna magnetron heater abnormal. | Something is wrong with magnetron or Scanner unit. |
| A | A | 17000 | 4 | 44 | Antenna magnetron high voltage abnormal. | High voltage fuse for transmission blown. |
| A | A | 17000 | 5 | 45 | Antenna high voltage abnormal. | High voltage fuse for transmission blown. |
| A | A | 17000 | 6 | 46 | Motor voltage abnormal. | Motor voltage fuse blown. |
| A | A | 17000 | 7 | 48 | Azimuth abnormal. | BP signal from Scanner unit is not received. May be fault in angle detecting sensor in Scanner unit or poor connection at connector. |
| A | A | 17000 | 8 | 49 | Head line signal abnormal. | SHF signal from Scanner unit is not received. May be fault in SHF sensor in Scanner unit or rotation of antenna may be stopped. |

| | | | | | | |
|---|---|-------|----|----|-----------------------------------|---|
| A | A | 17000 | 9 | 50 | Trigger abnormal. | Trigger from Scanner unit is not received. |
| A | A | 17000 | 10 | 51 | Radar video abnormal. | IF video from Scanner unit is not received. |
| A | A | 18000 | 1 | 13 | Panel not connected. | No communication between operating panel is available. Connector (J9) is disconnected. |
| B | W | 18001 | 1 | 37 | Flash memory erase & write error. | Flash memory erase and write error. |
| B | W | 18001 | 2 | 38 | Flash memory erase error. | Flash memory erase error. |
| B | W | 18001 | 3 | 39 | Flash memory write error. | Flash memory write error. |
| B | W | 18001 | 4 | 40 | Flash memory checksum error. | Flash memory checksum error. |
| B | C | 18002 | 1 | 71 | SD card problem. | SD card may be broken. |
| B | C | 18002 | 2 | 72 | SD card not ready. | There is not SD card. |
| B | C | 18002 | 3 | 73 | SD card write protected. | SD card is protect mode. |
| B | C | 18002 | 4 | 74 | SD card not enough free space. | Memory of SD card is not left. |
| B | C | 18002 | 5 | 75 | Illegal data. | The data does not agree. |
| B | C | 18002 | 6 | 76 | USB memory problem. | USB memory problem. |
| B | C | 18002 | 7 | 77 | USB memory not ready. | USB memory not ready. |
| B | C | 18002 | 8 | 78 | USB memory write protected | USB memory write protected |
| B | C | 18002 | 9 | 79 | USB memory not enough free space. | USB memory not enough free space. |
| B | A | 18003 | 1 | | JB-35 not connected. | No communication between junction box JB-35 is available. Connector J3 is disconnected. |
| B | A | 18003 | 2 | | JB-35 not extended mode. | There is not JB-35 with the extended mode. |

5.2.1.2 Operation note display

Operation note display may appear at the lower right of the radar display as shown in Figure 5.2 when an operation error has been detected in the device.

When operation note display actually appears and there is something wrong with radar operation.

The type of operation note are shown in Table 5.2.

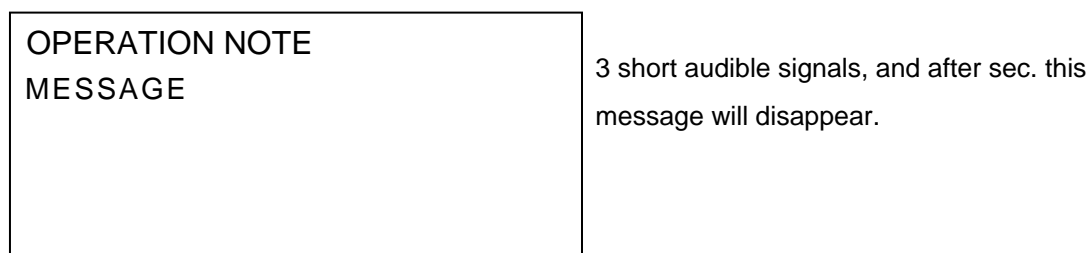


Figure 5.2 Operation note display

Table 5.2 Operation note

| Contents | Cause |
|------------------------------|---|
| Tracked target full. | Acquired tracked target beyond the maximum tracking number. |
| Tracked target no data. | Deleted tracked target as there wear no tracked targets. |
| Tracked target out of range. | Acquired tracked target beyond operating distance set for targets. |
| Pre heating. | Operated transmission key during pre-heating countdown. |
| No HDG, LAT/LON signal. | As signals of ship's bearing, latitude/longitude had not been input, functions that need those signals have been disabled. |
| No HDG signal. | As signals of ship's bearing had not been input, functions that need ship's bearing signal were disabled. |
| No SPD signal. | As speed signal had not been input, functions that needs speed signal were disabled. |
| Map data full. | More than the specified number of COAST LINE, NAV LINE, ROUTE, EVENT MKR and AREA tried to attempt to register in map function. |

| | |
|--|---|
| Cursor off. | Cursor is not displayed. |
| Inter-switch changed the mode. | During inter-switch connection, one Display unit switched over inter-switch mode. |
| No off center. | In the maximum range, off center function was disabled. |
| Tracking malfunction. BRG T | As the result of TT test, the accuracy of bearing has exceeded the reference. |
| Tracking malfunction. RNG | As the result of TT test, the accuracy of range has exceeded the reference. |
| Tracking malfunction. CPA | As the result of TT test, the accuracy of CPA has exceeded the reference. |
| Tracking malfunction. TCPA | As the result of TT test, the accuracy of TCPA has exceeded the reference. |
| Tracking malfunction. T CRS | As the result of TT test, the accuracy of true course has exceeded the reference. |
| Tracking malfunction. T SPD | AS the result of TT test, the accuracy of true speed has exceeded the reference. |
| Time to trial manoeuvre is less than 30 seconds. | The remaining time of trial manoeuvre is less than 30 seconds. |
| Reference target overload. | Attempted to acquire reference target beyond 3. |
| Do not use MAN COG/SOG. | Cannot use AIS with COG/SOG data inputted by manual. |
| Do not use REF COG/SOG. | Cannot use AIS with COG/SOG data calculated by reference target. |
| Do not use CURRENT COG/SOG. | Cannot use AIS with SET/DRIFT data inputted by manual. |
| Do not use MAN STW. | Cannot use AIS with speed data inputted by manual. |
| Do not use MAN POSITION. | Cannot use AIS with own ship position data inputted by manual. |
| Time error. | Cannot use AIS with no time data. |
| Do not use MAN OFFSET POSITION. | Cannot use AIS with offset positon inputted by manual. |

5.3 Malfunction diagnostics

This chapter specifies necessary information required troubleshooting and repair of the radar system.

5.3.1 Malfunction detection step

As a first step of on board repair, refer to the following tables describing outlines of malfunction diagnostics procedure.

Table 5.2 basic malfunctions

| Failure status | Possible cause | Measure |
|---------------------------------|---|---|
| No power. | <ol style="list-style-type: none"> 1. Power cable is disconnected. 2. Operation unit cable is disconnected. 3. Supply voltage is out of range. 4. Main power fuse is blown. | <ol style="list-style-type: none"> 1. Connect power cable firmly and secure connector. 2. Connect operation cable firmly and secure connector. 3. Use proper power source. 4. Change fuse with new one. |
| Power is applied but no display | <ol style="list-style-type: none"> 1. Display brilliance is adjusted to the minimum. 2. Connector of internal cable is disconnected. 3. Failure of LCD unit or Backlight power PCB | <ol style="list-style-type: none"> 1. Adjust properly. 2. Confirm by a serviceman. 3. Request repair. |

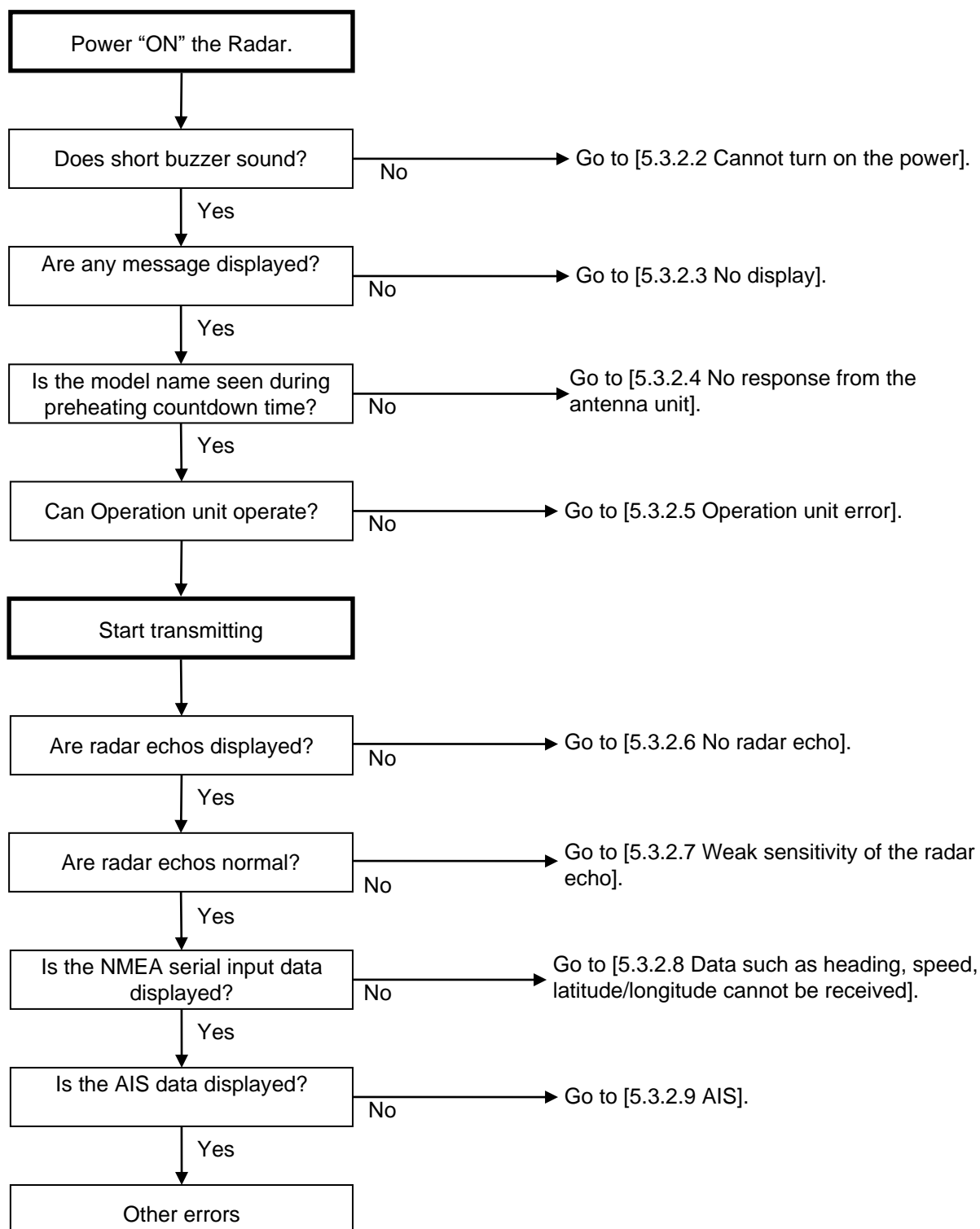
Table 5.3 possible malfunctions

| Error status | Possible cause | Measure |
|--|--|--|
| Display brilliance is dark. | <ol style="list-style-type: none"> 1. Adjustment of display brilliance is incorrect. 2. Failure of LCD driver circuit 3. Failure of Backlight power PCB | <ol style="list-style-type: none"> 1. Adjust properly. 2. Request repair 3. Request repair |
| No radar echo is displayed. | <ol style="list-style-type: none"> 1. Receiver is detuned. 2. Video contrast adjustment error 3. Failure of transceiver | <ol style="list-style-type: none"> 1. Readjust by referring to "4.1.1 Tune adjustment". 2. Readjust by GAIN, SEA or FTC knobs. 3. Request repair |
| Radar echo is too weak. | <ol style="list-style-type: none"> 1. Receiver is detuned. 2. Failure of Magnetron or MIC (front-end) | <ol style="list-style-type: none"> 1. Readjust by referring to "4.1.1 Tune adjustment". 2. Request repair |
| Error message "Head line signal abnormal." is displayed. | <ol style="list-style-type: none"> 1. No heading line signal input. | <ol style="list-style-type: none"> 1. Check [BP/HG] signal between an Antenna Scanner unit and a Display unit. |
| Antenna does not rotate. | <ol style="list-style-type: none"> 1. Motor fuse is blown. 2. Motor power is not supplied. 3. Inter-switch mode is difference. | <ol style="list-style-type: none"> 1. Replace fuse with a new one. 2. Check motor power connection. 3. Set inter-switch mode to master mode. |

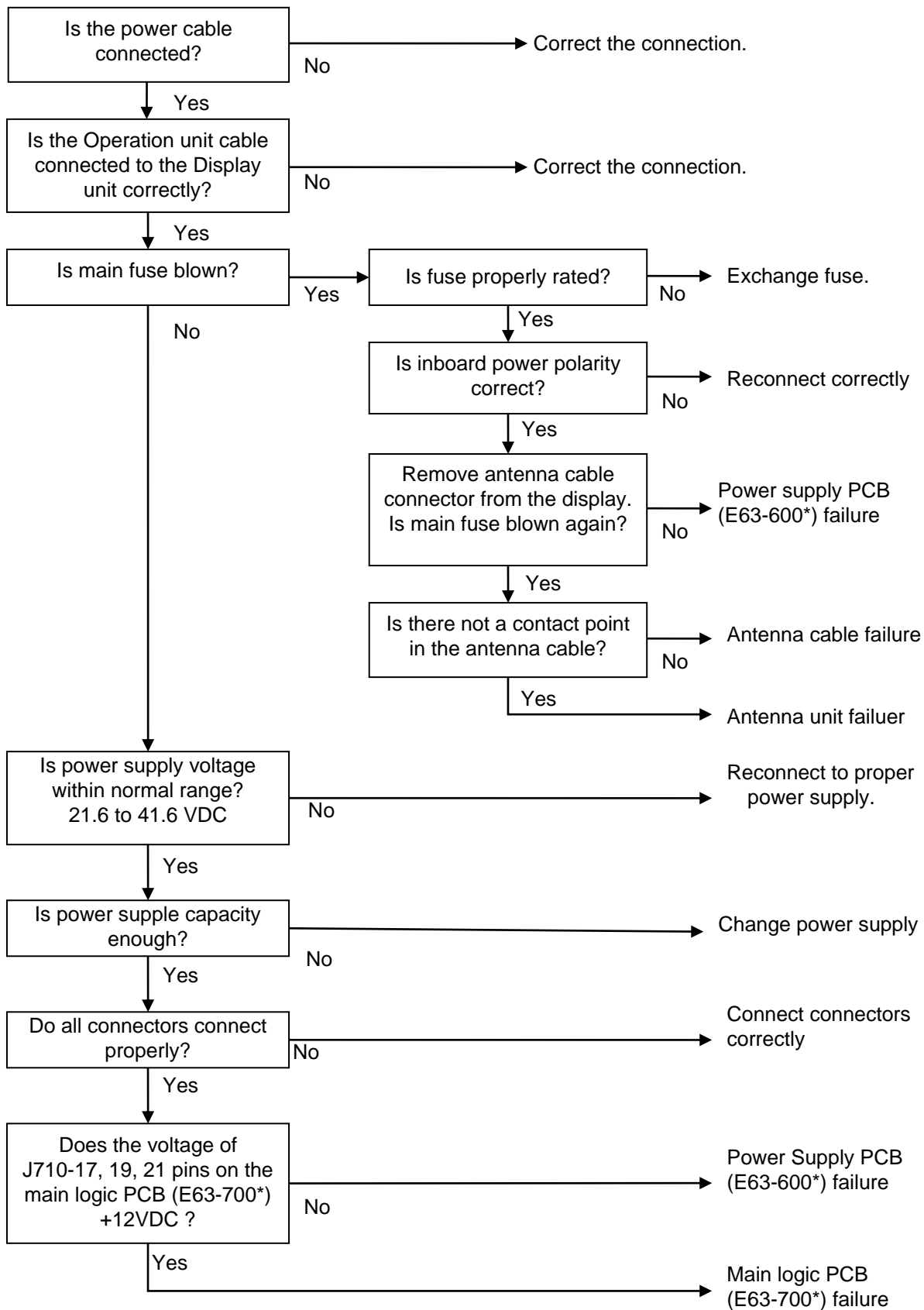
5.3.2 Malfunction diagnostics flow chart

The following malfunction analysis chart can be used by service personnel for malfunction diagnostics and location of defective module. This chart shows flow chart of diagnostics for basic malfunction troubleshooting.

5.3.2.1 Initial malfunction diagnostics

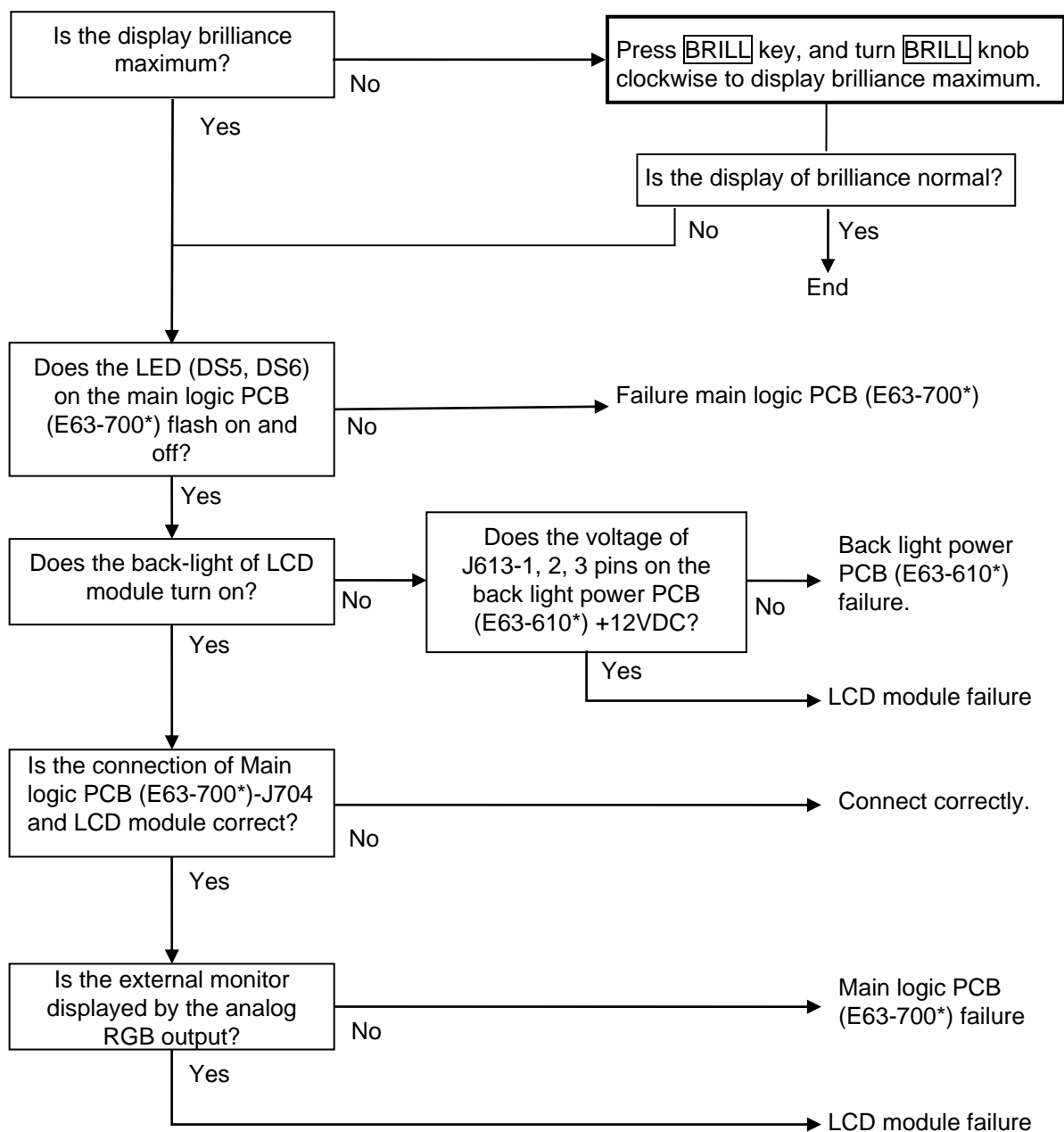


5.3.2.2 Cannot turn on the power

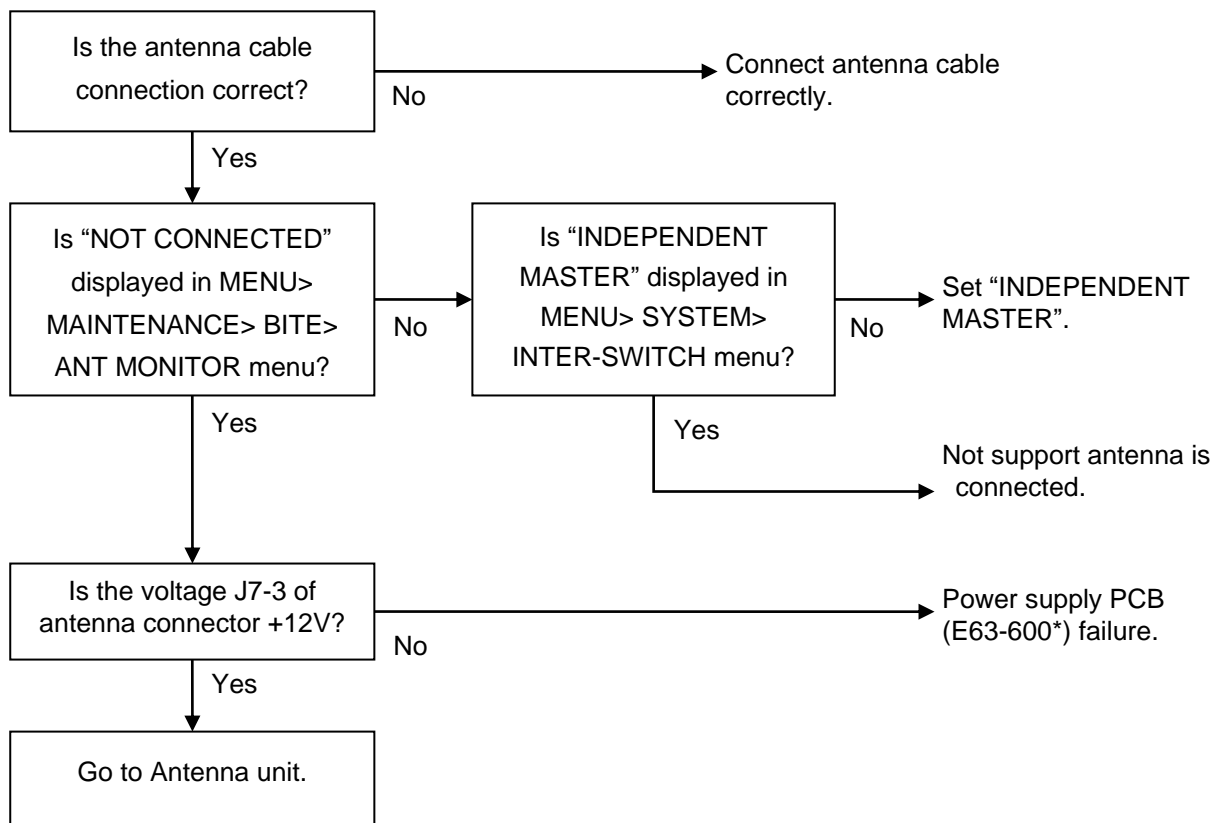


*Subject to version change

5.3.2.3 No display

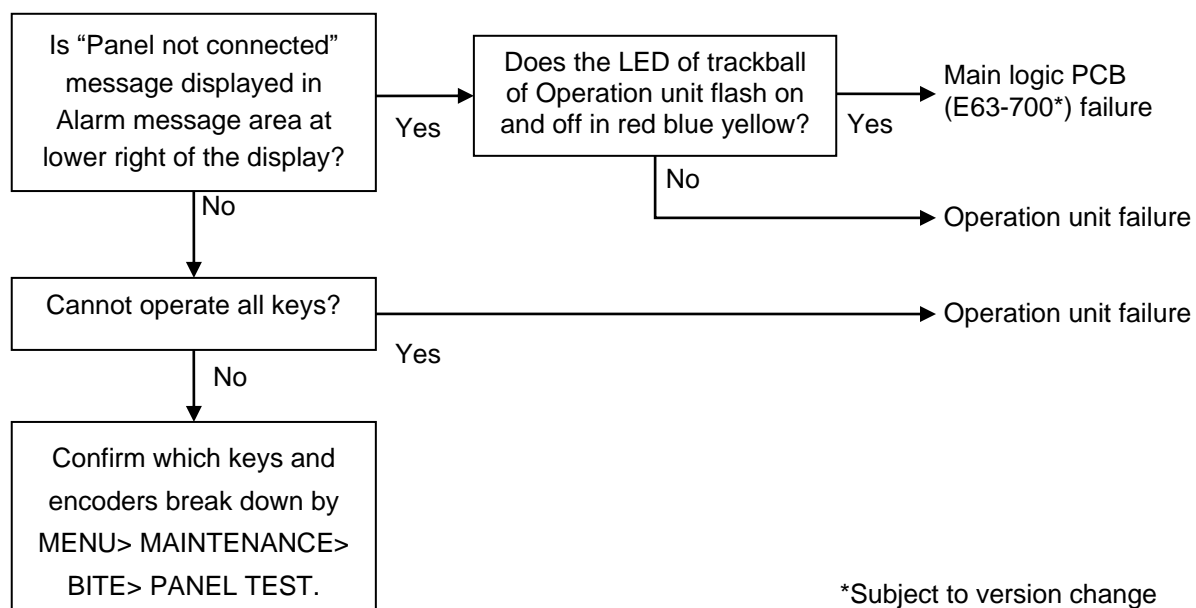


*Subject to version change

5.3.2.4 No response from the antenna unit

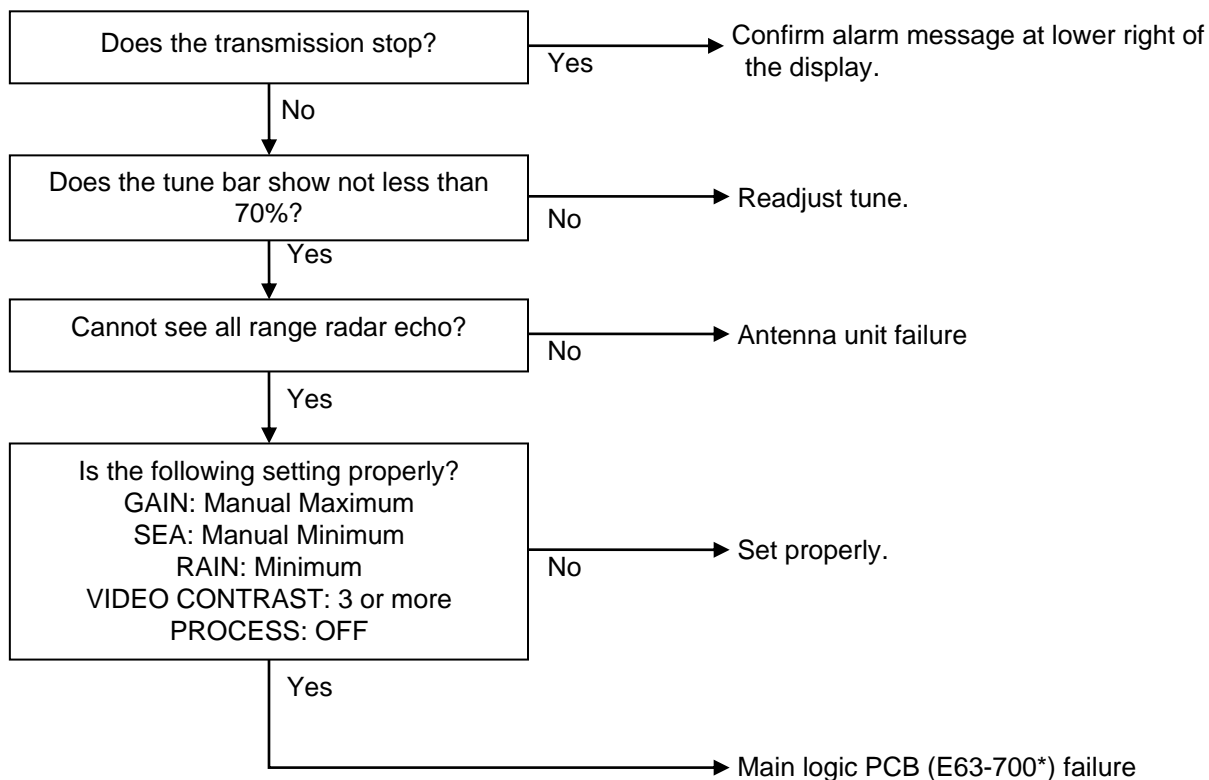
*Subject to version change

5.3.2.5 Operation unit error



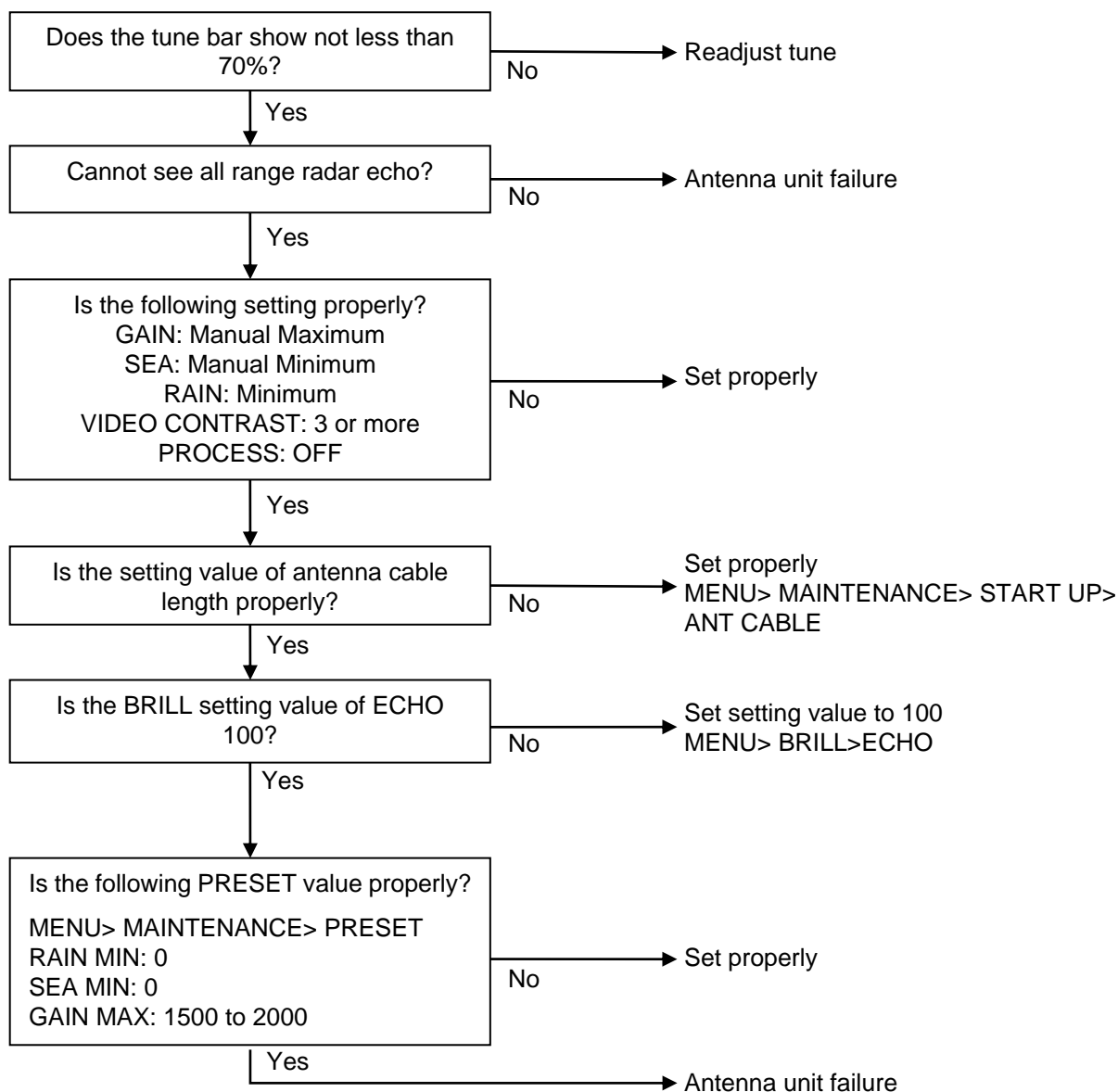
*Subject to version change

5.3.2.6 No radar echo

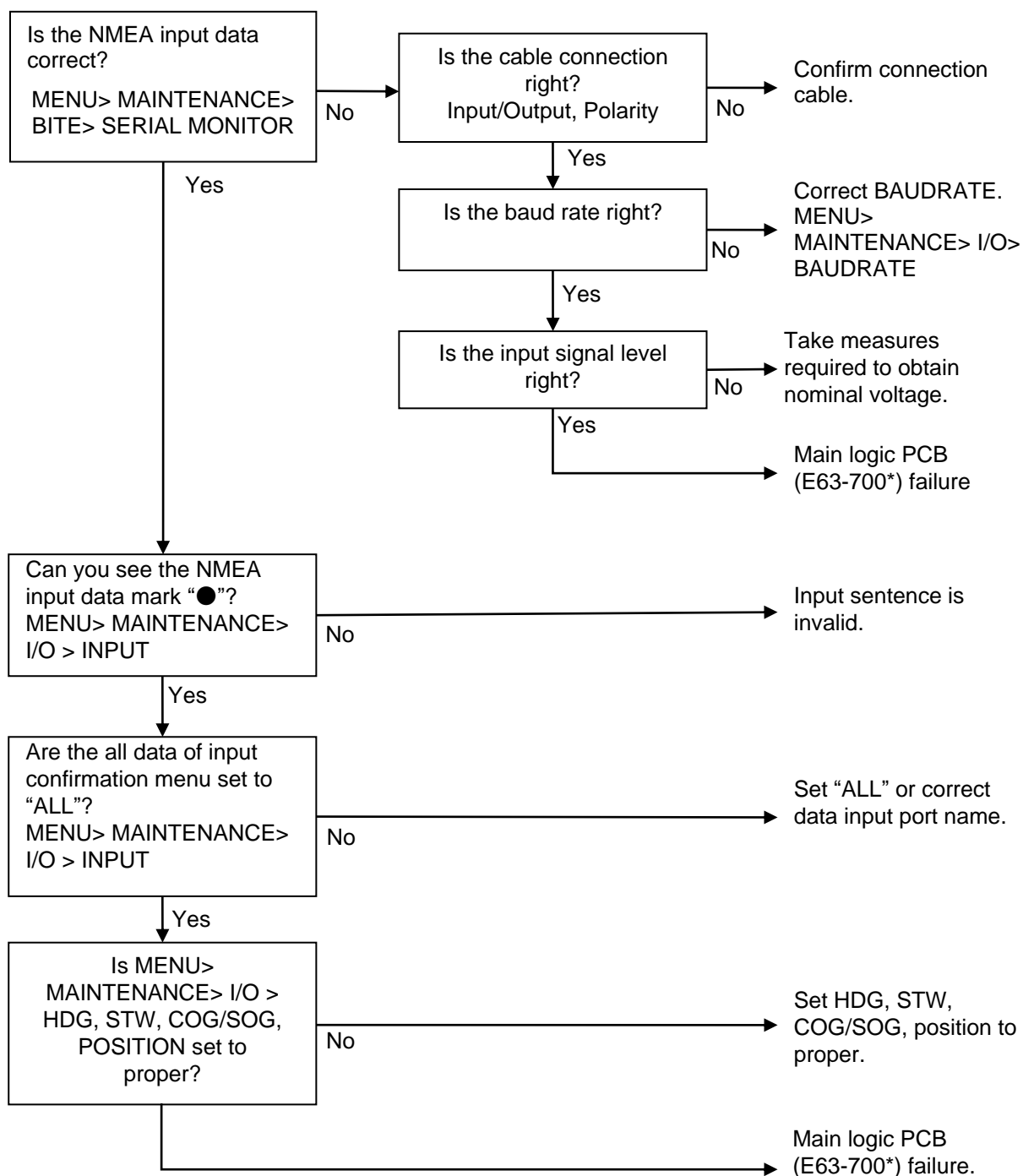


*Subject to version change

5.3.2.7 Weak sensitivity of the radar echo

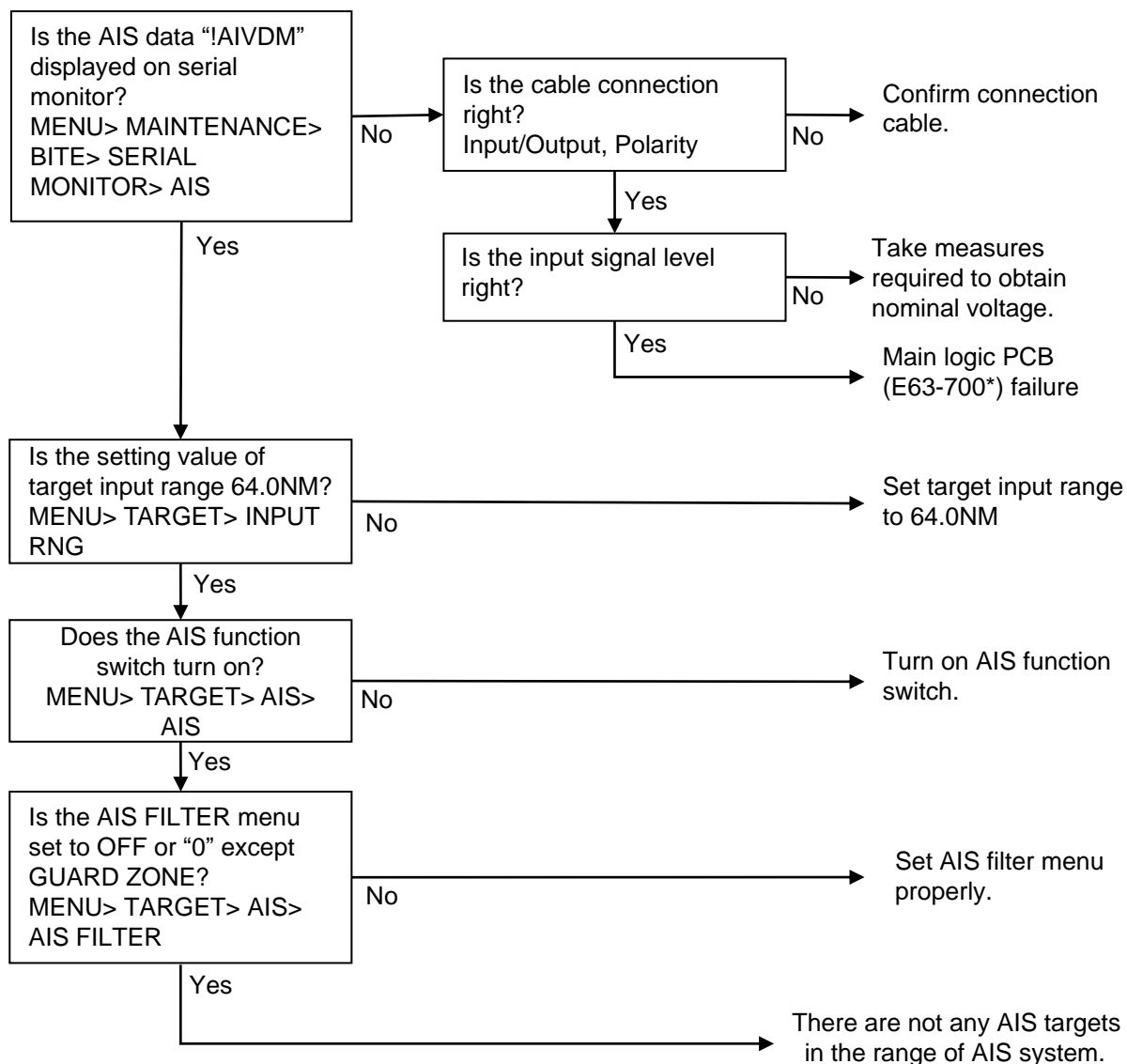


5.3.2.8 Data such as heading, speed, latitude/longitude cannot be received



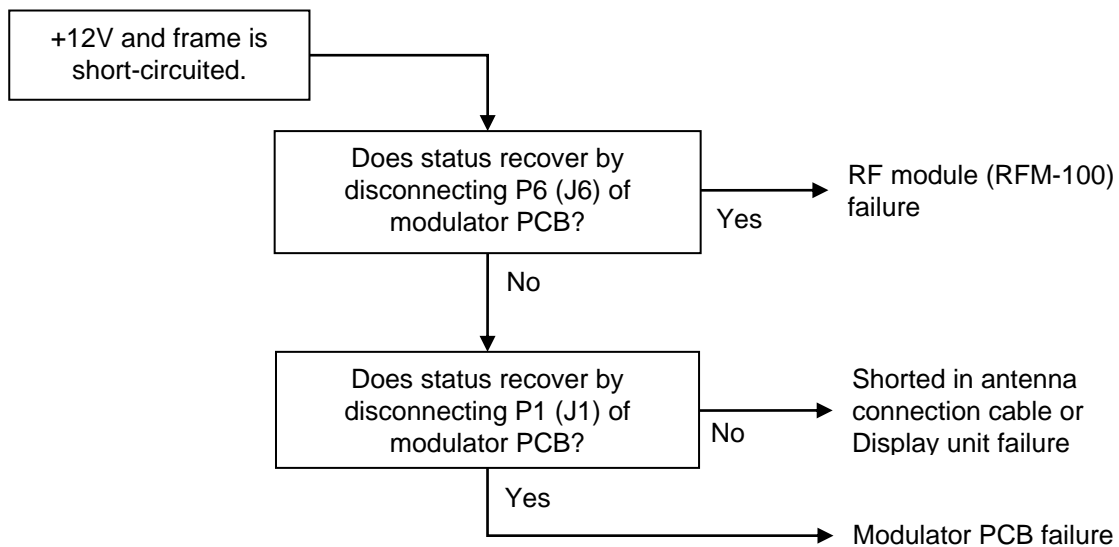
*Subject to version change

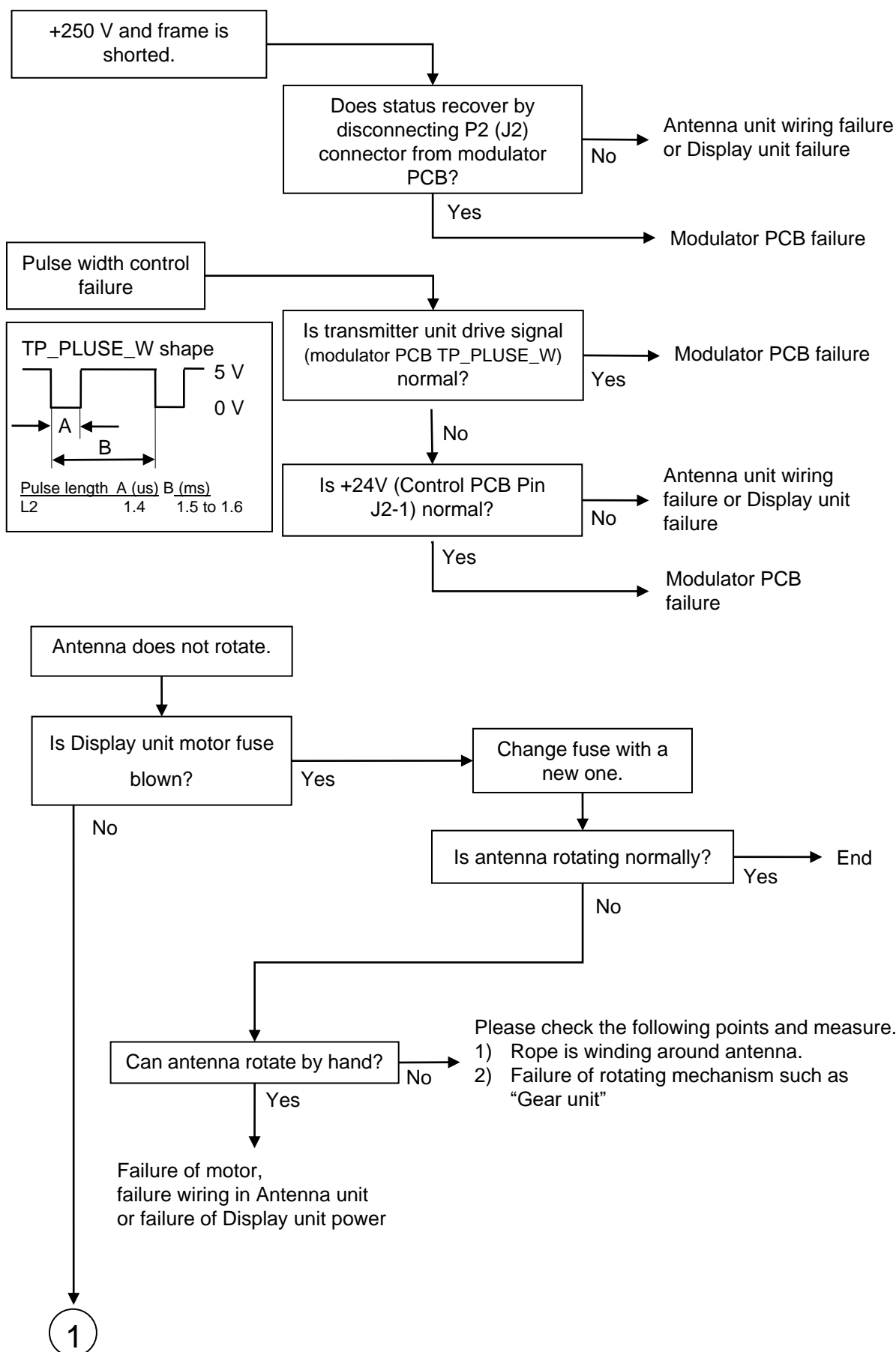
5.3.2.9 AIS

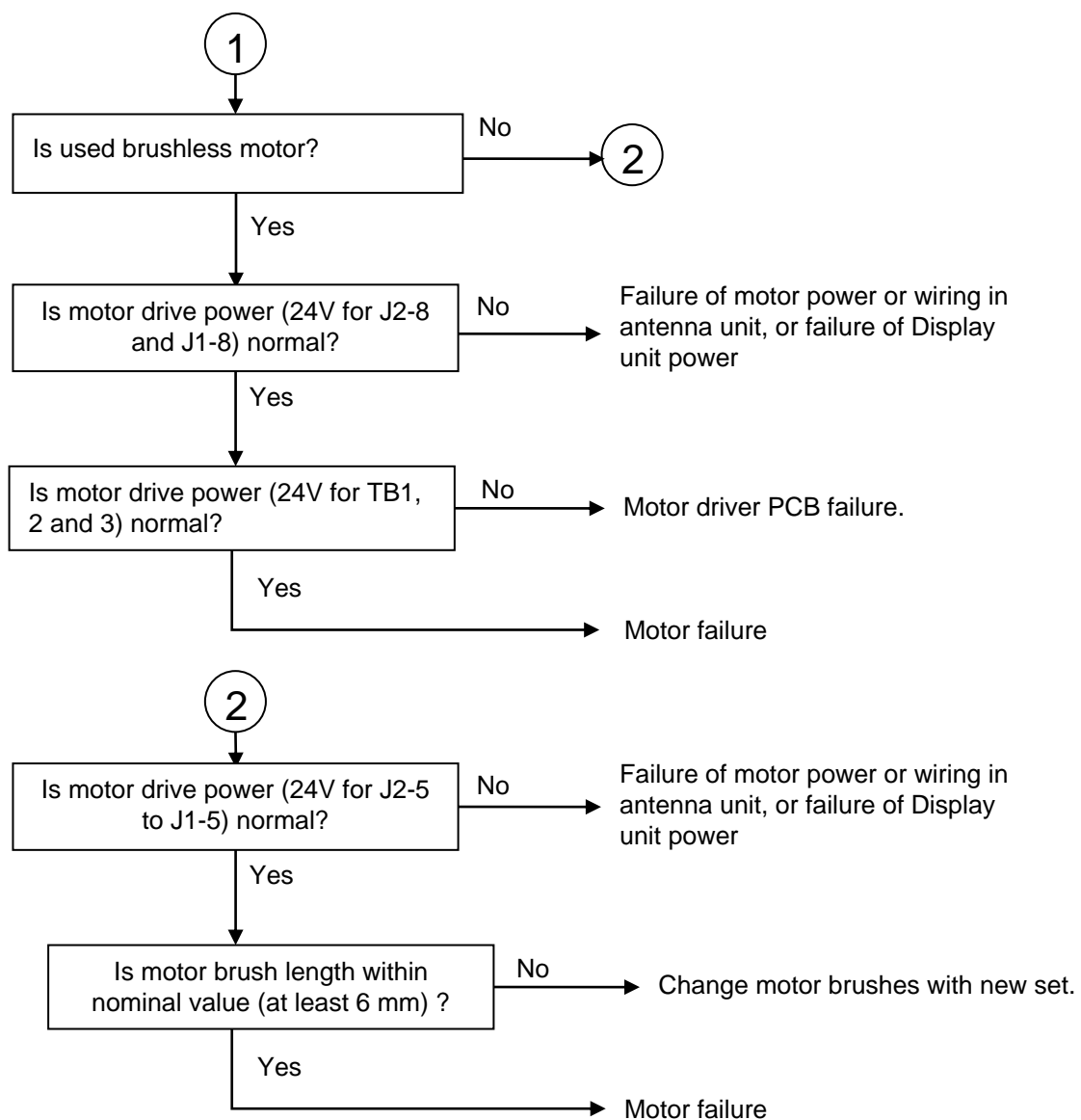


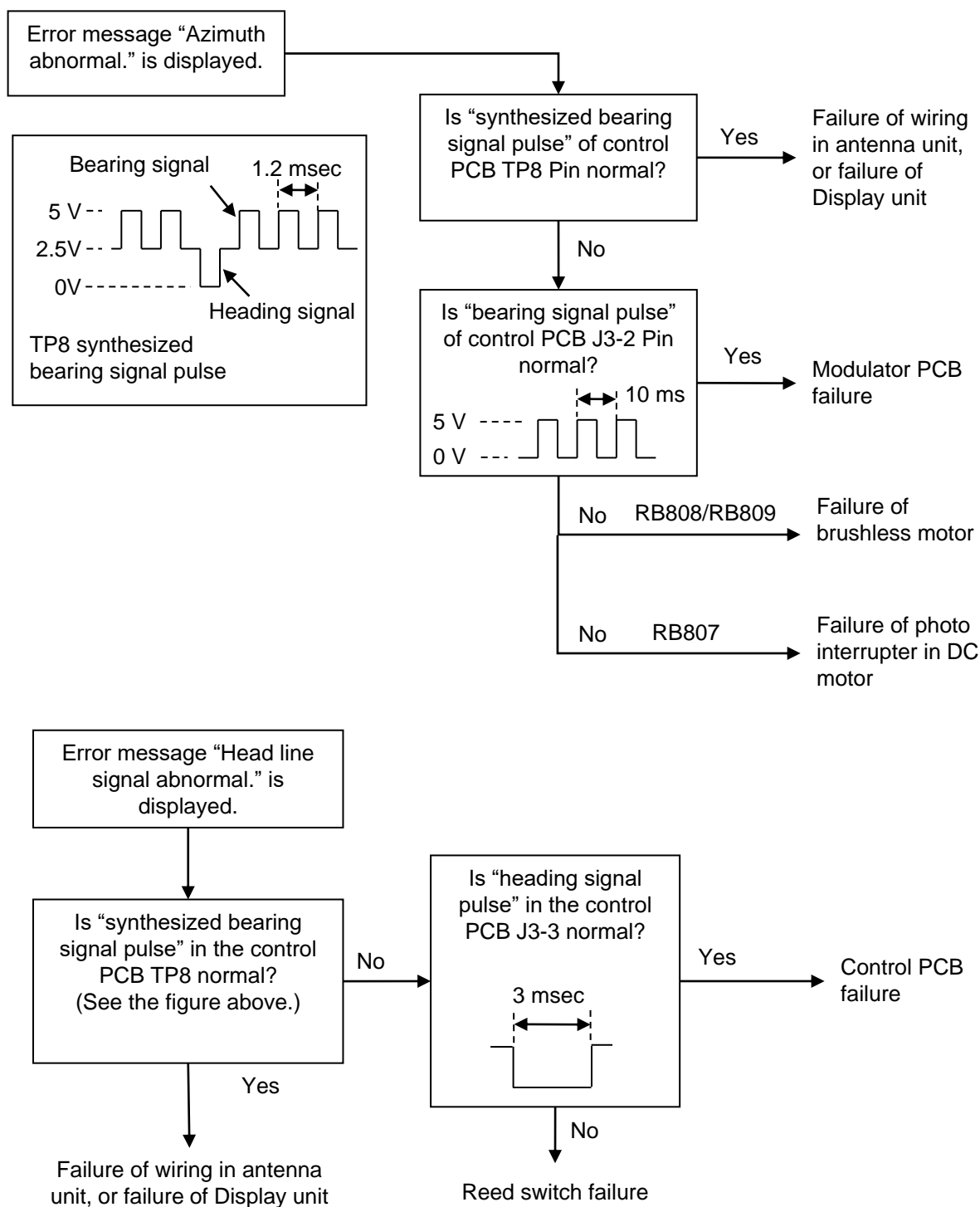
*Subject to version change

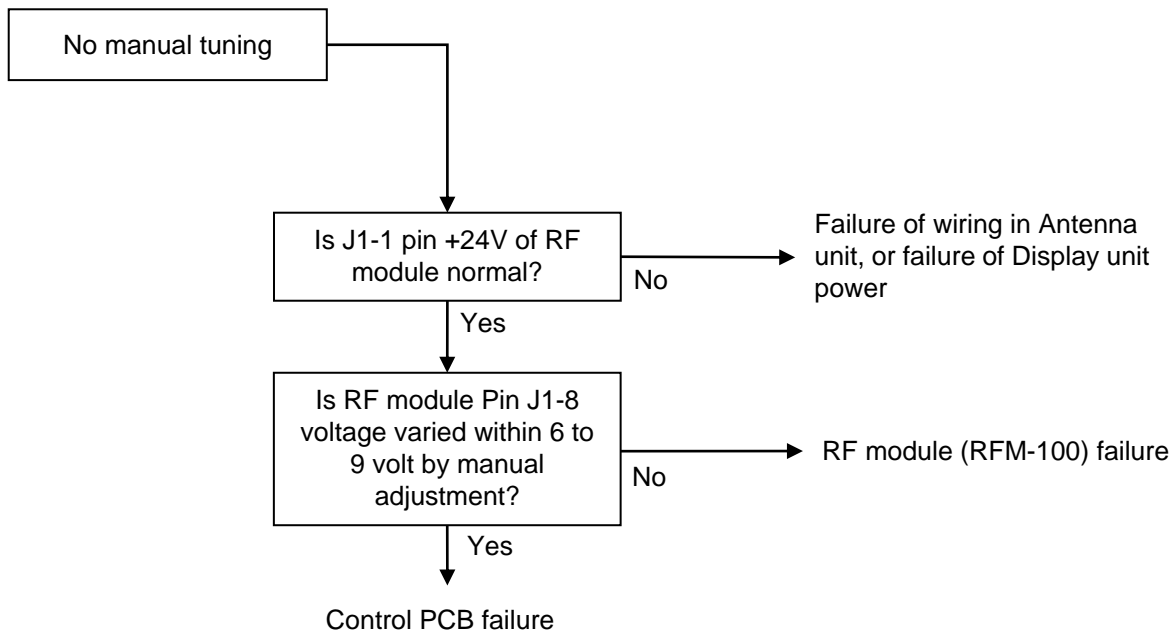
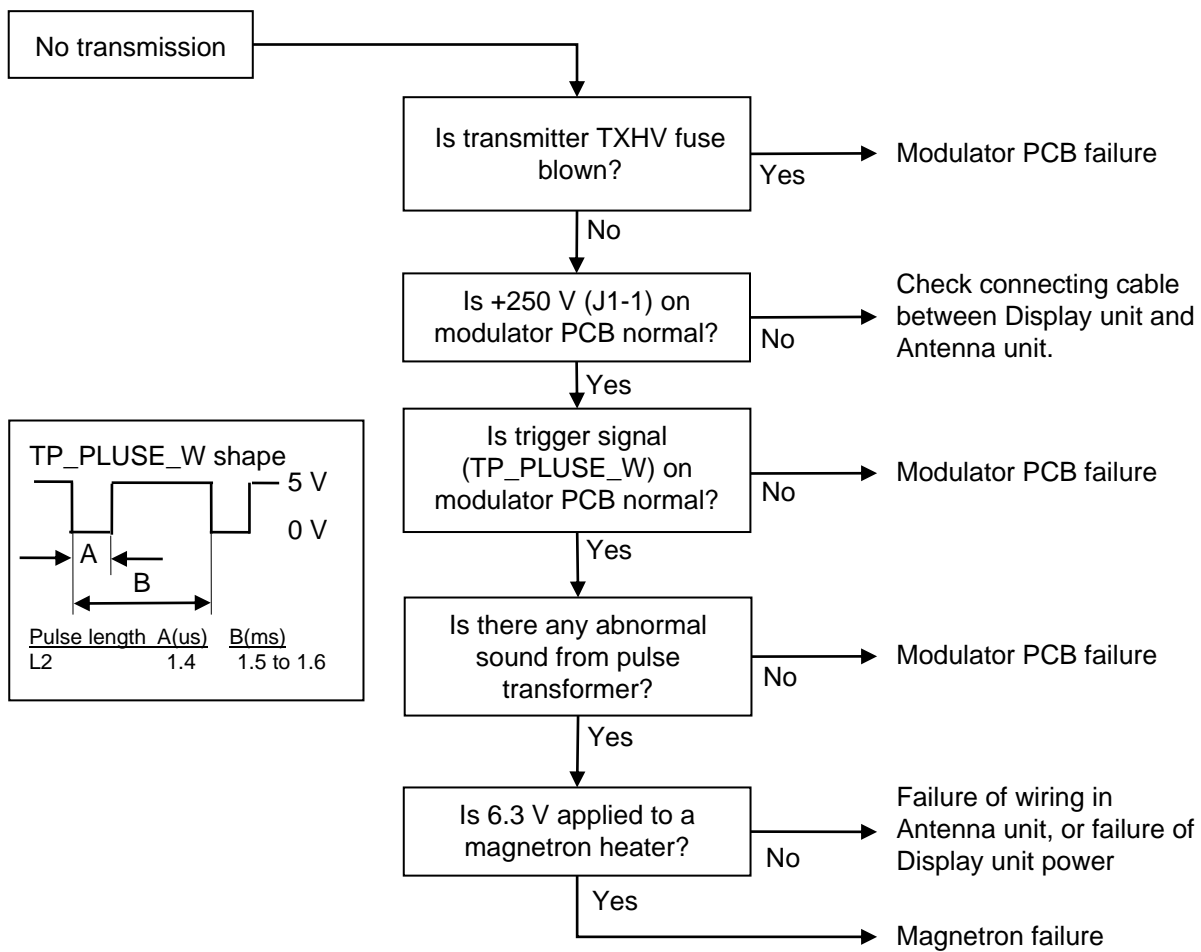
5.3.2.10 Antenna unit failure

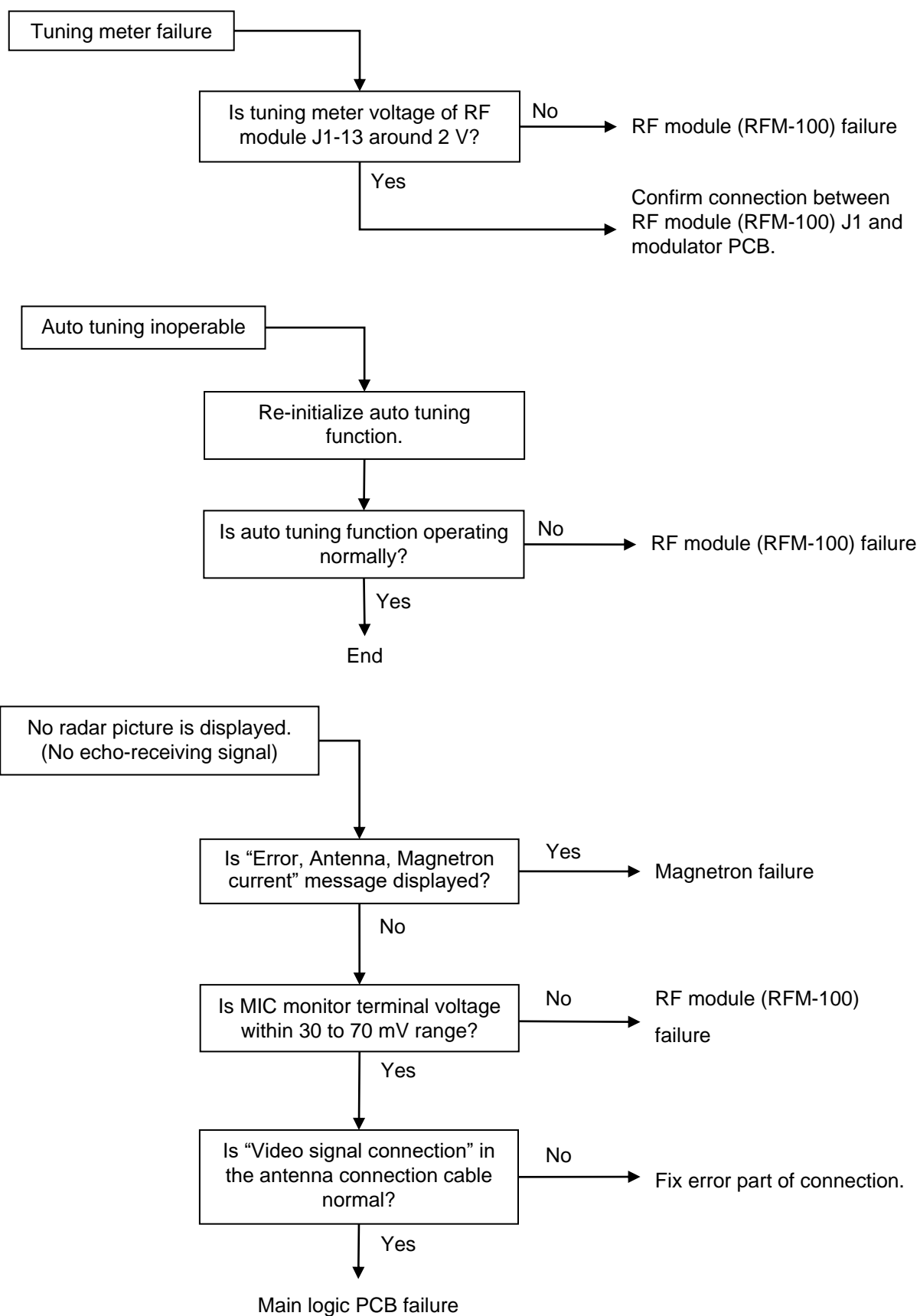


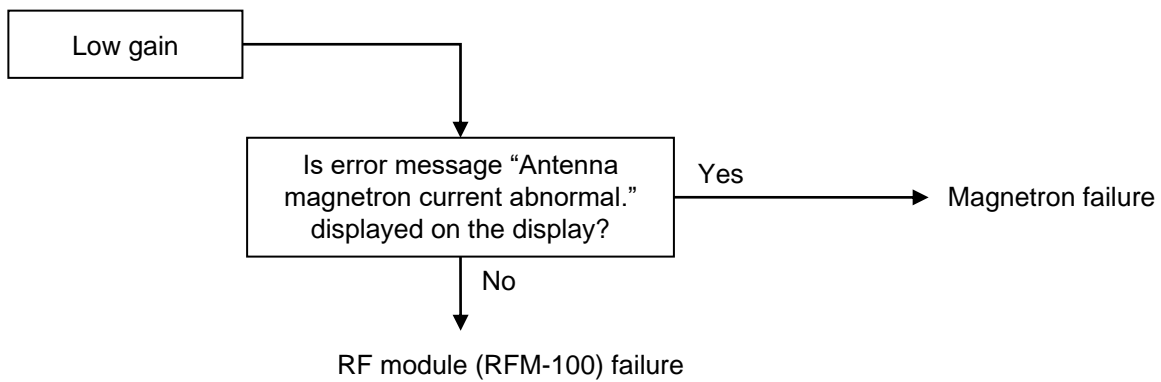












5.4 On board repair

5.4.1 Replacement of fuse

The location of the fuses is on the back panel of Display unit.

Fuse type and rating

| Application | Type, dimension (mm) | Fuse characteristic | Rating |
|------------------------|----------------------------------|---------------------|--------|
| Main power | Tubular ($\phi 6.4 \times 30$) | Normal blow | 15 A |
| Modulator high voltage | Tubular ($\phi 5.2 \times 20$) | Normal blow | 0.8 A |
| Antenna drive motor | Tubular ($\phi 5.2 \times 20$) | Normal blow | 10 A |

Fuse location

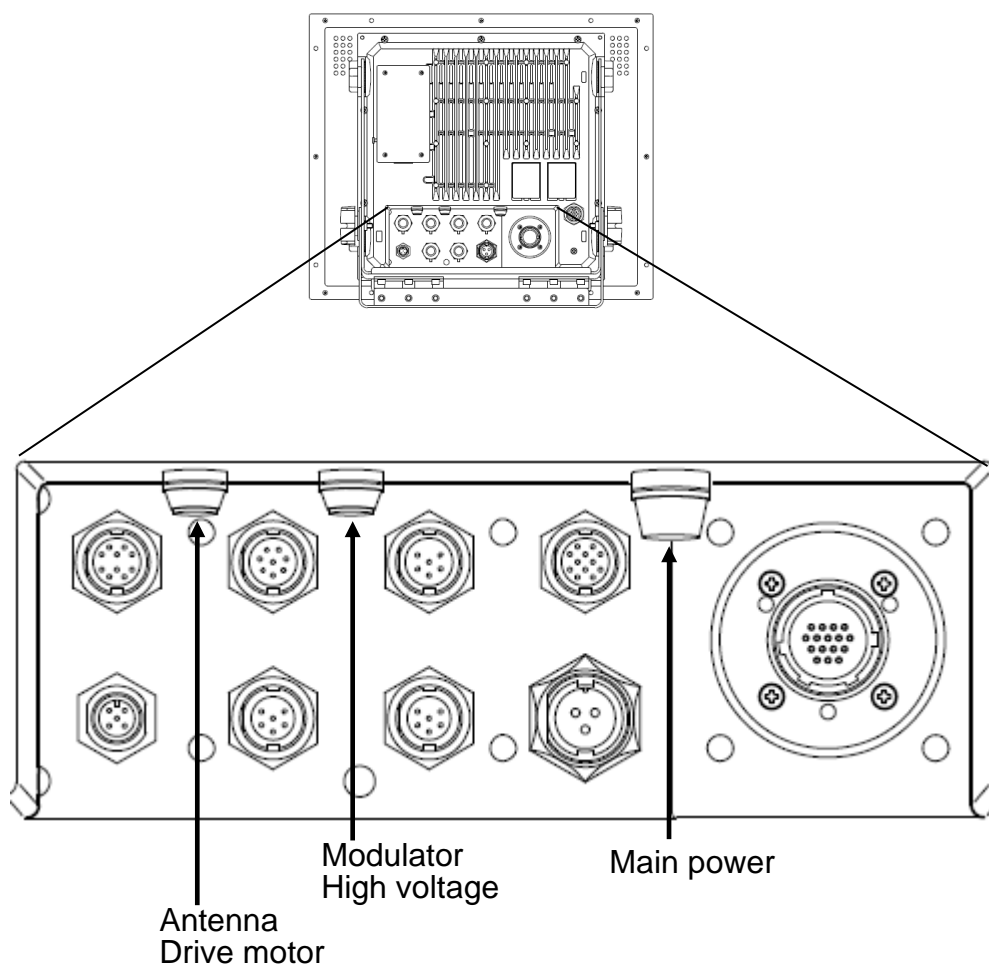


Figure 5.3 Fuse locations on Display unit back panel

5.4.2 Replacement of Internal Battery

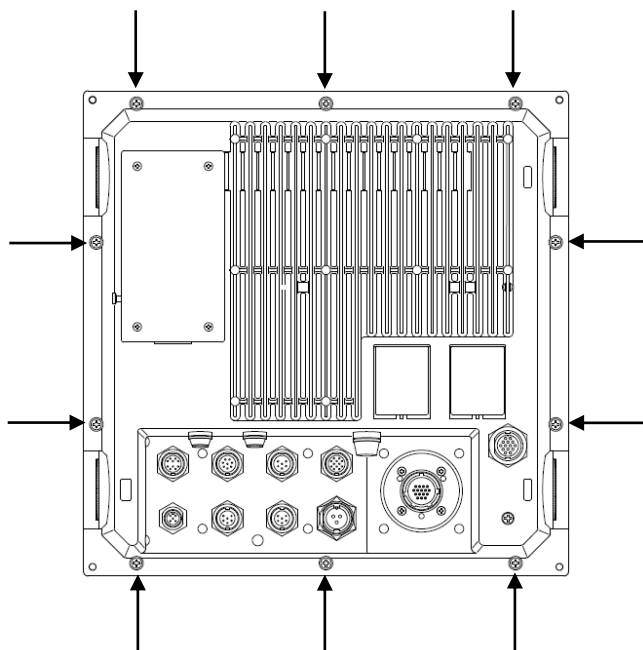
The Display unit has a battery built-in. Battery is used only for an internal clock.

When the battery runs low, the internal clock of the radar will not always work properly.

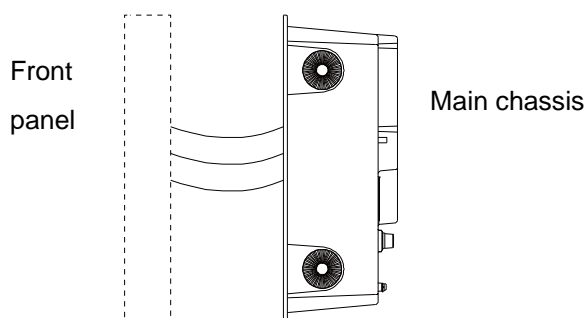
Please exchange the internal battery.

Exchange method of the internal battery is explained as below. When replacing the battery, the internal clock is reset.

1. Remove 10 fixed screws on the back of the Display unit.

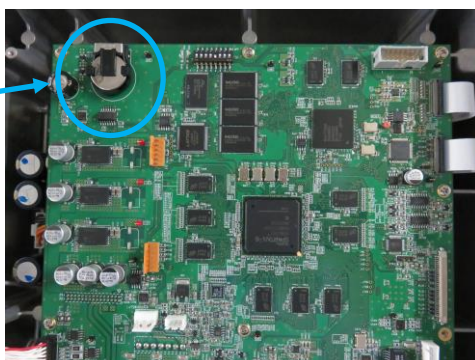


2. Remove the front panel from the main chassis by disconnecting the internal cable.



3. Exchange the internal battery on the Logic PCB (E63-700*).

Battery type name: CR2032



*Subject to version change

Chapter 6 Maintenance



Warning: To prevent electric shock, be sure to turn off the radar system power before opening the cover of the antenna unit.

For health safety reason, transmission is basically inhibited when antenna is not rotating.

However when transmission is required for any reason without antenna rotation, following procedure is provided to do it.

*** Special Service Mode ***

1. Turn off the radar and remove the Antenna drive motor fuse according to Figure 5.3.
2. Turn on the radar at the Operation unit by pressing the **POWER ON/OFF** key while the **OFF** key is pressed.
Keep pressing the **OFF** key until "NO ERROR DETECT" is displayed.
3. After preheating time of 3 minutes, press the **STBY/TX** key.
If the magnetron is already heated, transmission is possible after 10 seconds, when "NO ERROR DETECT" indication disappears.

6.1 List of parts that have longevity

Radar uses parts that have the following longevities.

List of parts that have longevity

| name | type | location | Life expectancy |
|--------------|-------------------|---------------------|---|
| Magnetron | MAF1562R | RB807 | 2000 to 3000H |
| | MAF1565N | RB808 | 2000 to 3000H |
| | M1568BS | RB809 | 1000 to 2000H |
| Geared motor | VGKC12-25N50L2XT6 | RB808/809 | 5000H |
| | 23G61668 | RB807 | 5000H |
| Motor brush | 24Z125209 | RB807 | 2000H |
| Fan | F614T-12MC | RB809 | 70000H |
| LCD Unit | G190EG02 V1 | MRD-108 | 45000H (25°C) |
| Battery | CR2032 | MRD-108 E63-700* | For storage : 1 year 1 hour operation in every week: 8 years |

*Subject to version change

6.2 Regular service and cleaning up

Periodic inspection and cleaning is essential to keep the radar system in the good working order for the life of the radar.

6.2.1 Monthly inspection

(1) Check whether there is any dirt or soot on the radiating part of the Antenna unit. If any, wipe it with soft cloth soaked in water or soap detergent. Also make sure no cracks or coating material is on the front radiation part of Antenna unit.



Never turn on the power of radar system under inspection.

(2) Wipe the radar display with cloth soaked in static electricity inhibitor if dirty. Avoid using a dry cloth since it will generate static electricity resulting in the accumulation of dust.

6.2.2 Annual inspection

Inspect the Antenna motor brushes in the Scanner unit every 2,000 operating hours. Replace with a new brush if the brush length is less than 6 mm.

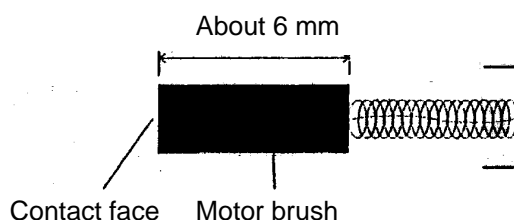


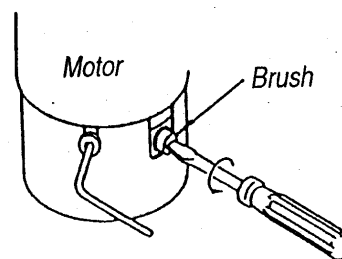
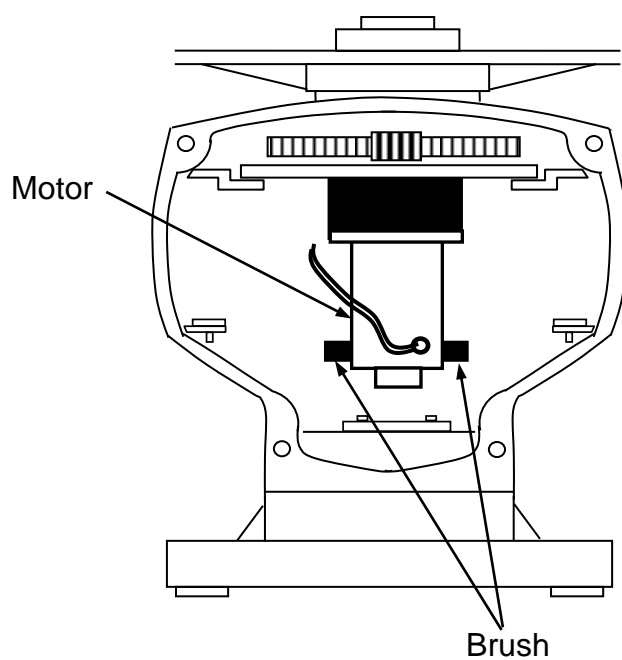
Figure 6.1 instructions for changing the motor brushes

- (1) Remove the cover at the forward side of the Antenna unit by unscrewing the mounting screw. The Antenna drive motor is located inside the lower side of the housing.
- (2) Remove the old motor brush using the slotted screwdriver. (Refer to Figure 6.2).
- (3) Fit the screw to the slot and rotate slowly to counterclockwise. Both of the brushes should be changed simultaneously.
- (4) Insert new brushes and rig them with a reverse sequence.



Warning: To prevent electric shock, be sure to turn off the radar system power before opening the cover of the antenna unit.

Internal structure of the antenna housing

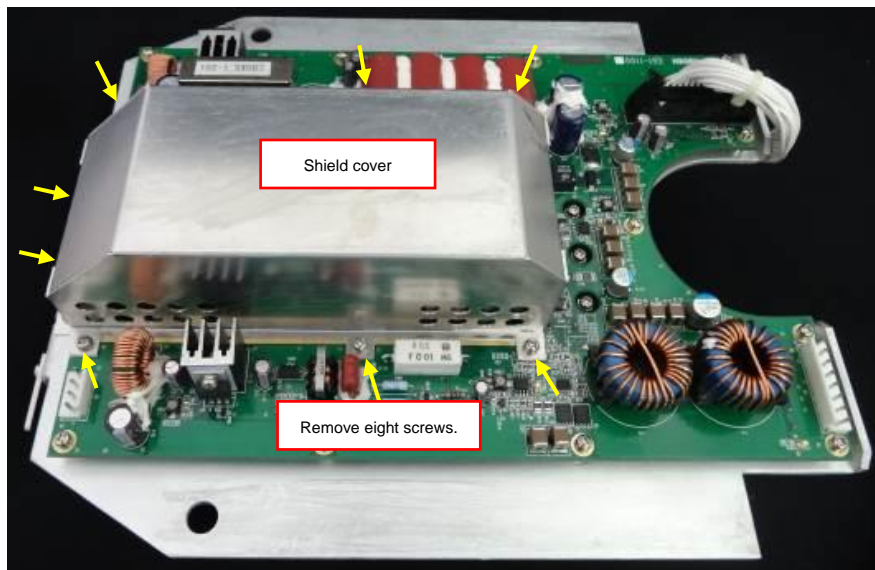


Gently turn the screwdriver counter clockwise to remove the motor brush.

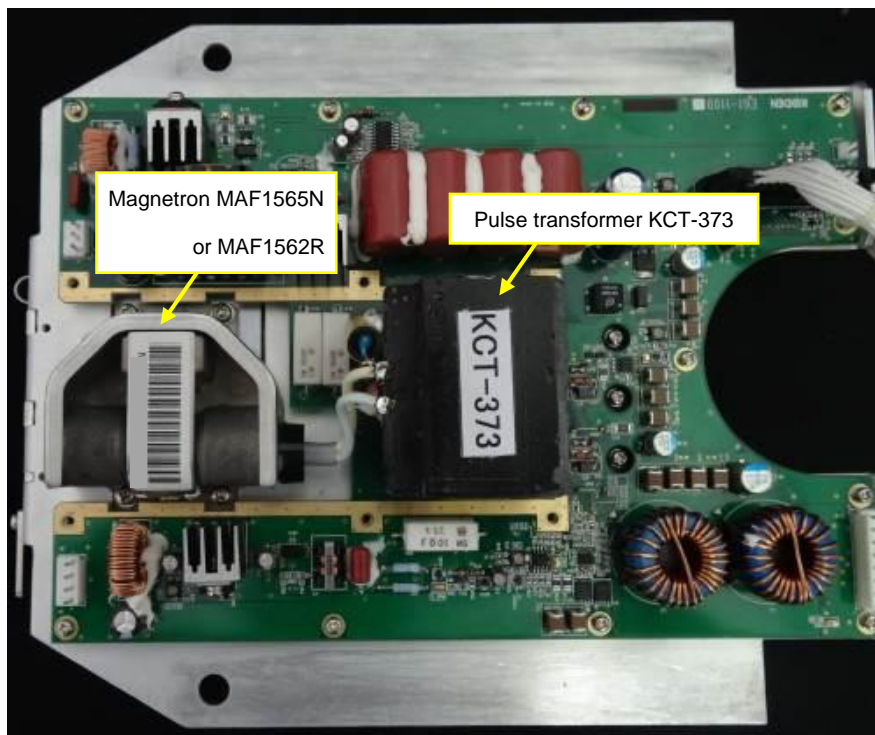
Figure 6.2 Replacing the motor brushes

6.3 Method of exchanging the magnetron

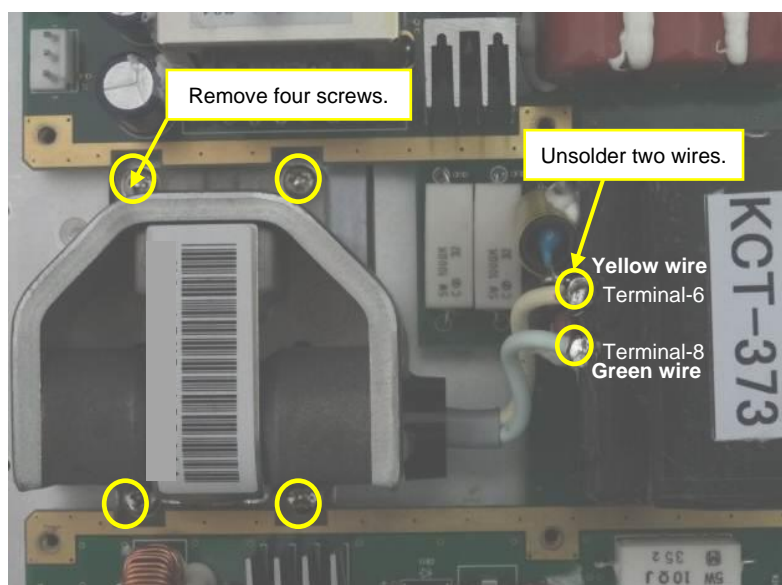
6.3.1 Magnetron replacement (RB808 and RB807)



- 1) Remove the eight screws that secure the shield cover.
Remove the shield cover from the PCB [E61-110X] or [E71-110X].



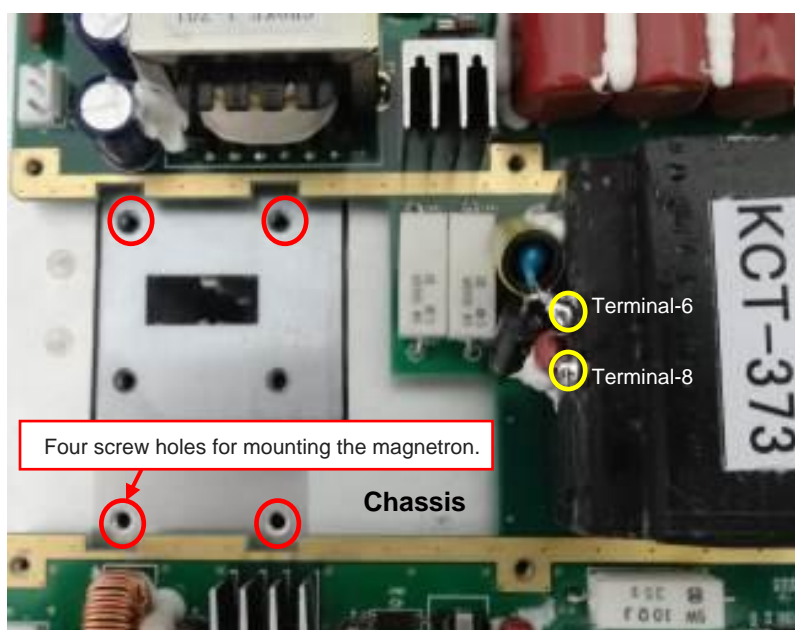
- 2) This picture is the view of the magnetron [MAF1565N] or [MAF1562R]
and the pulse transformer [KCT-373]



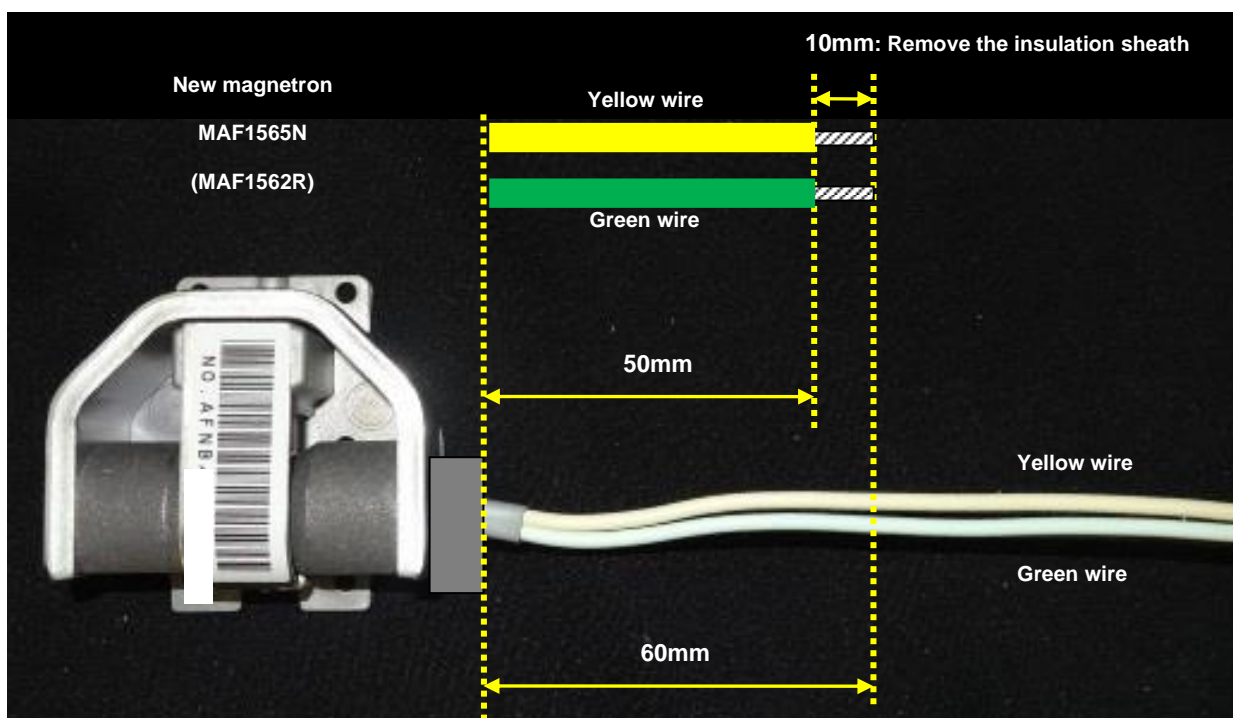
- 3) Unsolder the yellow wire and green wire from the pulse transformer terminals.

Remove the four screws that secure the magnetron.

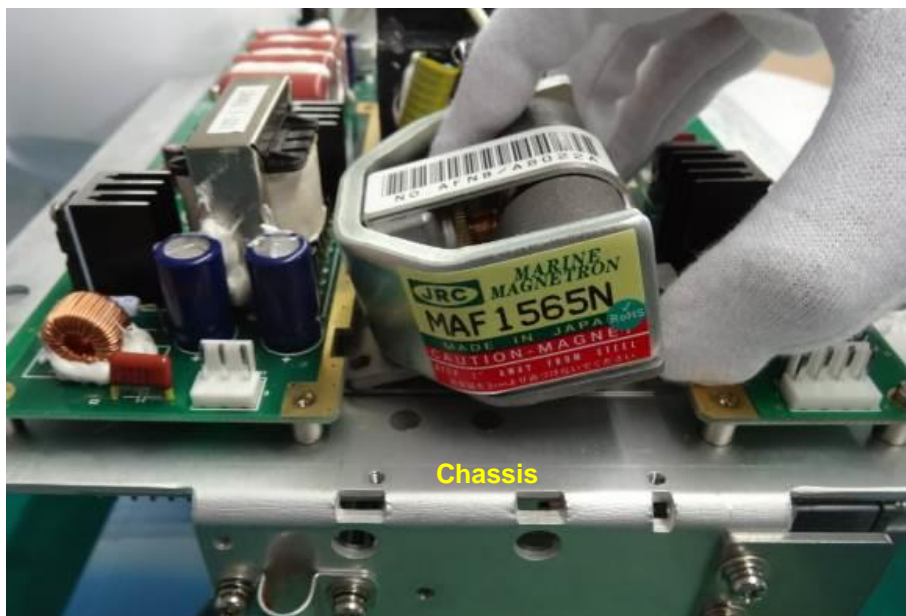
Remove the magnetron from the chassis.



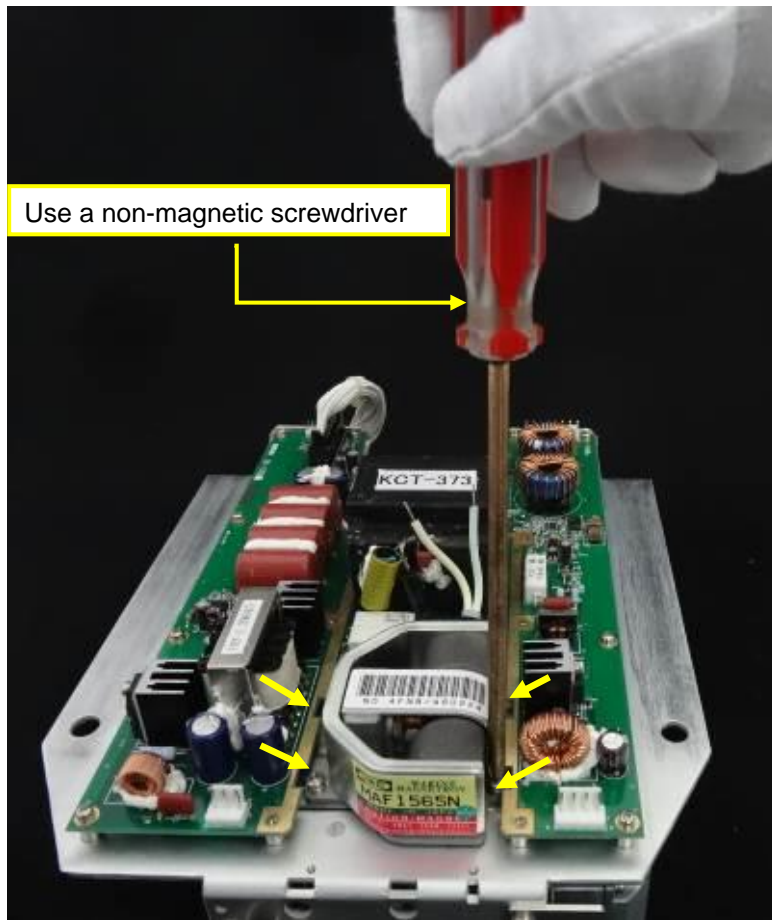
- 4) This picture is the view of the modulator with magnetron removed.



5) Following above picture cut the excess wires from magnetron.



6) Attach new magnetron to chassis.

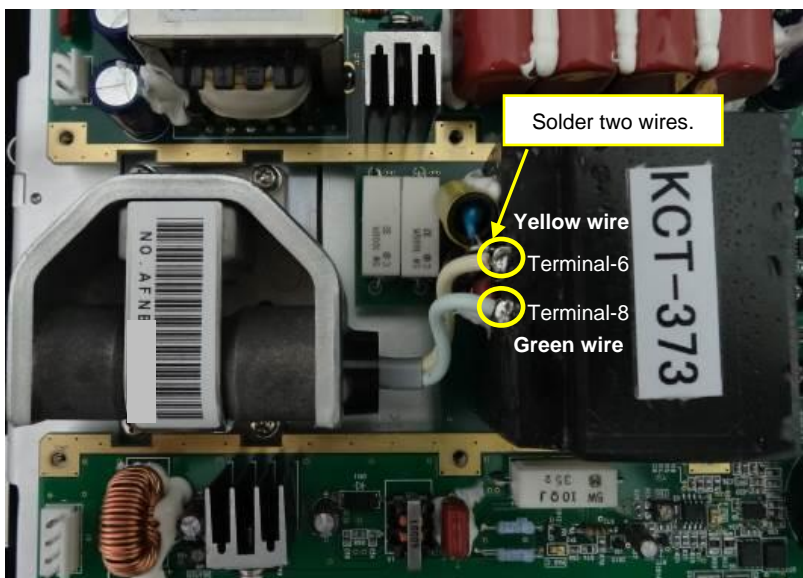


- 7) Fasten four screws by non-magnetic screwdriver.

Screw: PWSM 4x12B (Quantity 4)

Caution:

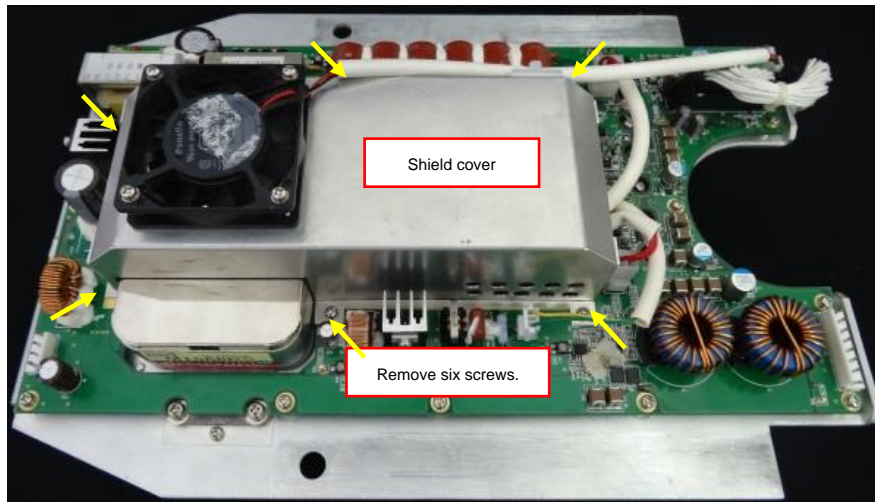
Use a non-magnetic screwdriver, because the contact of the metal tool with the magnetron will cause deterioration of its performance.



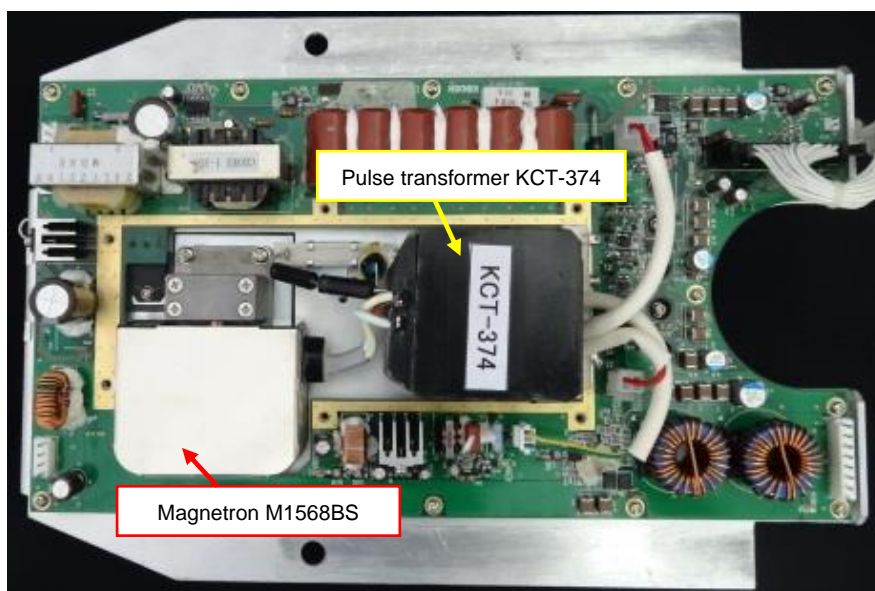
- 8) Solder the yellow wire and green wire to the pulse transformer terminals.

Attach the shield cover to the PCB [E61-110X] or [E71-110X].

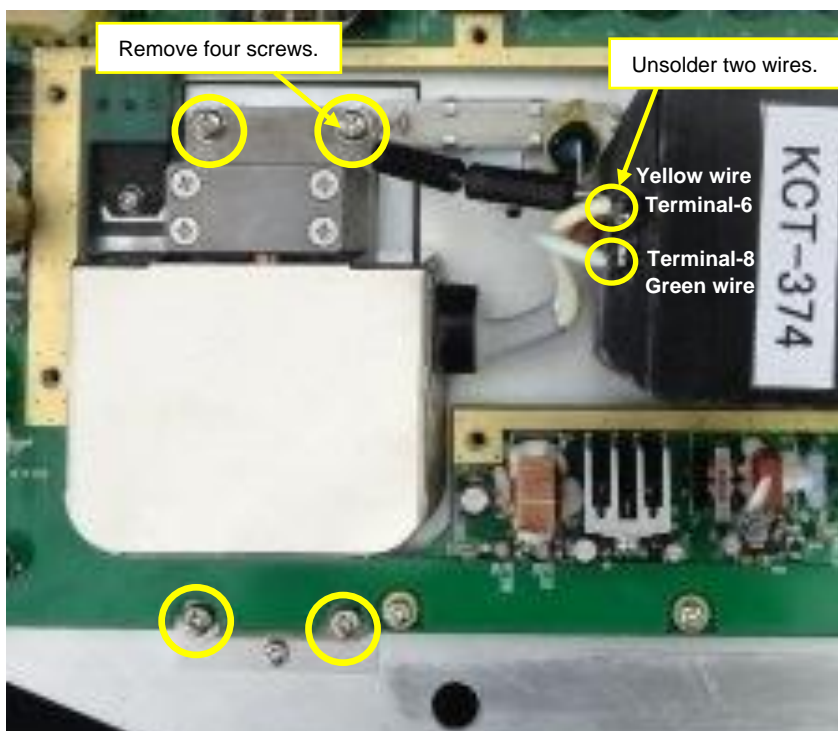
6.3.2 Magnetron replacement (RB809)



- 1) Remove the six screws that secure the shield cover.
Remove the shield cover from the PCB [E62-110X].



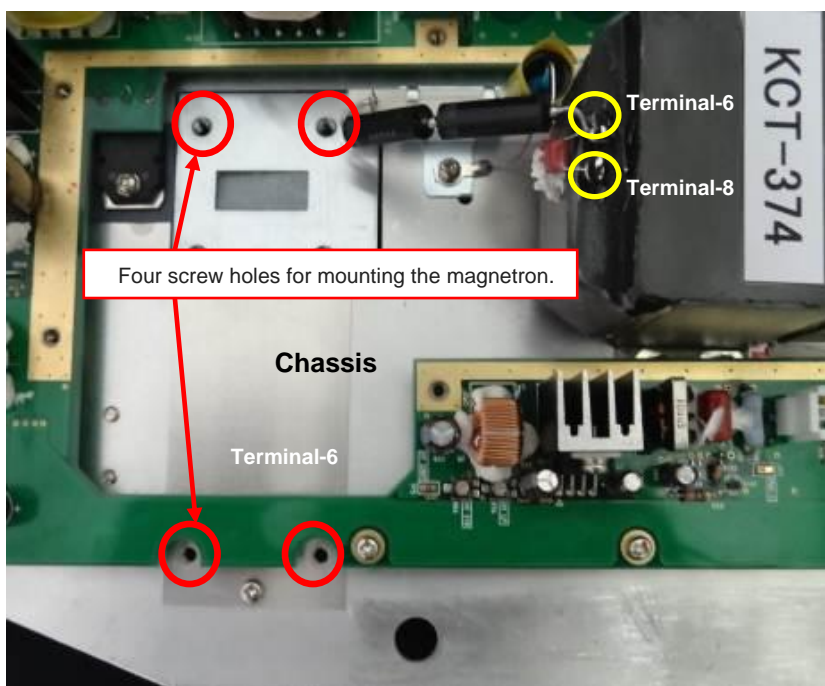
- 2) This picture is the view of the magnetron [M1568BS] and the pulse transformer [KCT-374].



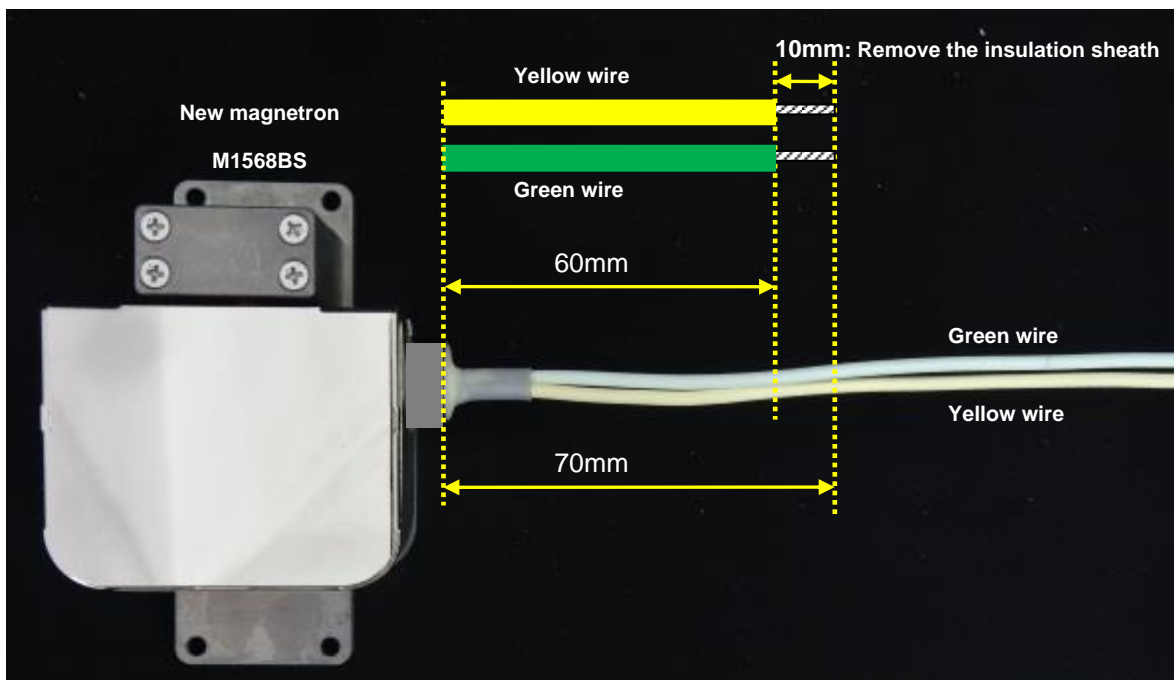
3) Unsolder the yellow wire and green wire from the pulse transformer terminals.

Remove the four screws that secure the magnetron.

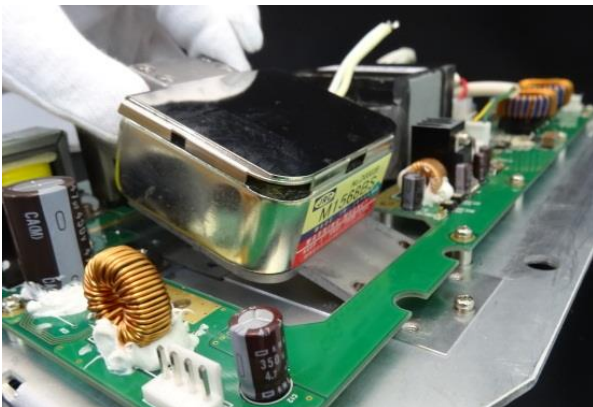
Remove the magnetron from the chassis.



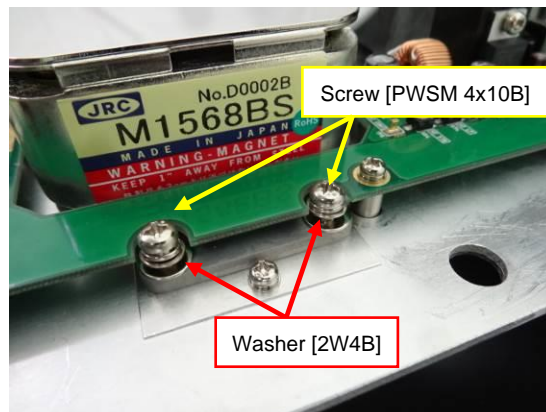
4) This picture is the view of the modulator with magnetron removed.



5) Following above picture cut the excess wires from magnetron.

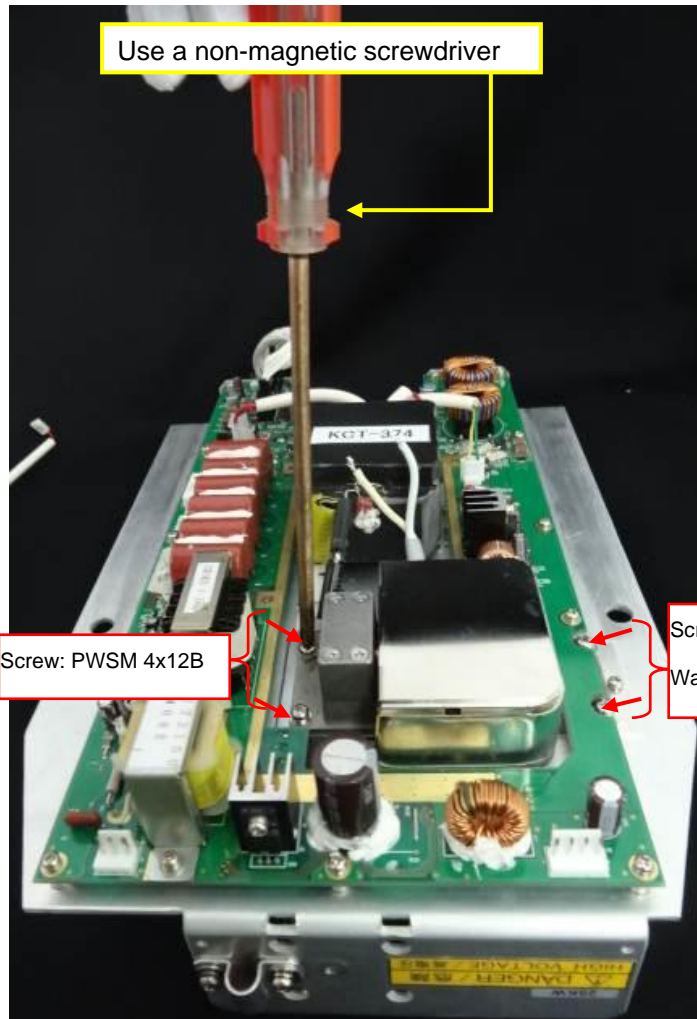


6) Attach new magnetron to the chassis.



7) With magnetron in place on this side use screw [PWSM4x10B] and the washer [2W4B].

On the other side, use the screw [PWSM 4x12B]



8) Fasten four screws by non-magnetic screwdriver.

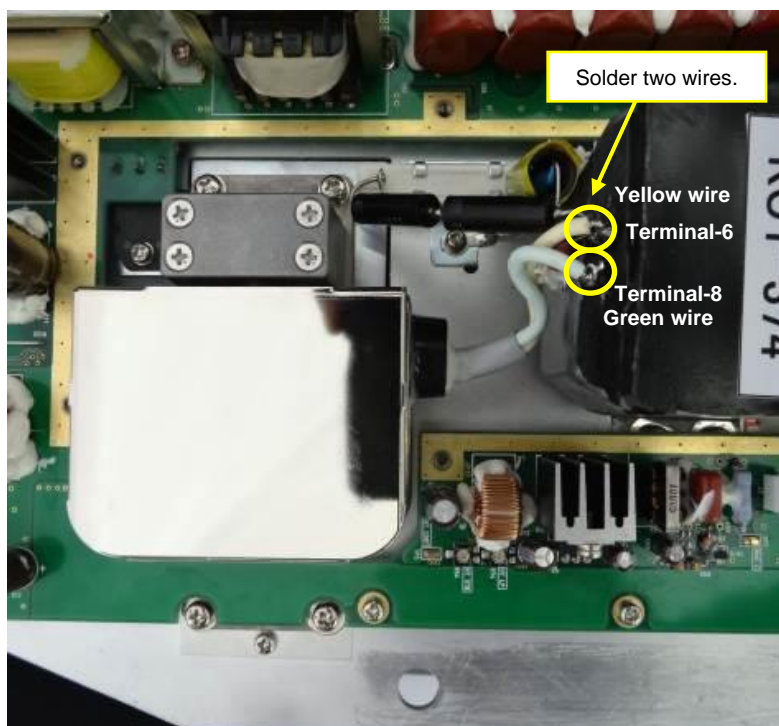
Screw: PWSM 4x12B (Quantity 2)

PWSM 4x10B (Quantity 2)

Washer: 2W4B (Quantity 2)

Caution:

Use a non-magnetic screwdriver, because the contact of the metal tool with the magnetron will cause deterioration of its performance.



9) Solder the yellow wire and green wire to the pulse transformer terminals.

Attach the shield cover to the PCB [E62-110X].

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| RMC | Recommended minimum specific GNSS data |
|-----|---|
| | <p>\$ -- RMC, <u>hhmmss.ss</u>, <u>A</u>, <u>lll.ll</u>, <u>N/S</u>, <u>yyyyy.yy</u>, <u>E/W</u>, <u>,, , , ,</u>, <u>a</u>, <u>a*hh</u><CR><LF></p> <p> UTC of position fix Latitude, N/S Longitude, E/W Status, A=Valid V=Invalid Not used Check sum Navigation status Mode indicator A/D/P/R/F=Valid E/M/S/N=Invalid S=Safe C=Caution U=Unsafe V=Not valid </p> <p>Note: This sentence is not accepted for IMO radar.</p> |

| RMA | Recommended minimum specific LORAN-C data |
|-----|--|
| | <p>\$ -- RMA, <u>A</u>, <u>lll.ll</u>, <u>N/S</u>, <u>yyyyy.yy</u>, <u>E/W</u>, <u>x.x</u>, <u>x.x</u>, <u>x.x</u>, <u>x.x</u>, <u>x.x</u>, <u>a</u>, <u>a*hh</u><CR><LF></p> <p> Latitude, degrees N/S Longitude, degrees E/W Status, A=data valid, V=blink, cycle or SNR Not used Not used Check sum Mode indicator, A/D=valid E/M/S/N=invalid Course over ground, degrees true Speed over ground, knots </p> <p>Note: This sentence is not accepted for IMO radar.</p> |

Speed

| VBW | Dual ground/water speed |
|-----|---|
| | <p>\$ -- VBW, <u>x.x</u>, <u>x.x</u>, <u>A</u>, <u>x.x</u>, <u>x.x</u>, <u>A</u>, <u>x.x</u>, <u>A</u>, <u>x.x</u>, <u>A*hh</u><CR><LF></p> <p> These fields are not used Status ground speed, A=Valid, V=Invalid Transverse ground speed, knots Longitudinal ground speed, knots Status water speed, A=Valid, Invalid Transverse water speed, knots Longitudinal water speed, knots Check sum </p> <p>Note for IMO mode II, IN, VD, GA, GP, GL, GN, SN, VM and VW are accepted.</p> |

| VTG | Course over ground and ground speed |
|-----|---|
| | <p>\$ -- VTG, <u>x.x</u>, <u>T</u>, <u>x.x</u>, <u>M</u>, <u>x.x</u>, <u>N</u>, <u>x.x</u>, <u>K</u>, <u>a*hh</u><CR><LF></p> <p> Course over ground, degrees true Course over ground, degrees magnetic Speed over ground, knots Speed over ground, km/h Check sum Mode indicator A/P/D=Valid, E/M/S/N=Invalid </p> <p>Note for IMO mode II, IN, VD, GA, GP, GL, GN, SN, VM and VW are accepted.</p> |

| VHW | Water speed and heading |
|-----|--|
| | <p>\$ -- VHW, <u>x.x</u>, <u>T</u>, <u>x.x</u>, <u>M</u>, <u>x.x</u>, <u>N</u>, <u>x.x</u>, <u>K</u>, <u>a*hh</u><CR><LF></p> <p> Heading, degrees true Heading, degrees magnetic Speed, knots Speed, km/h Check sum </p> <p>Note for IMO mode II, IN, VD, GA, GP, GL, GN, SN, VM and VW are accepted.</p> |

Set and Drift

| VDR | Set and drift |
|-----|--|
| | <p>\$ -- VDR, <u>x.x</u>, <u>I</u>, <u>x.x</u>, <u>M</u>, <u>x.x</u>, <u>N*hh</u><CR><LF></p> <p> Direction, degrees true Direction, degrees magnetic Current speed, knots Check sum </p> |

Time and date

| ZDA | Time and date |
|-----|--|
| | <p>\$ -- ZDA, <u>hhmmss.ss</u>, <u>xx</u>, <u>xx</u>, <u>xxxx</u>, <u>xx</u>, <u>xx</u>*hh<CR><LF></p> <p> UTC Day, 01 to 31 (UTC) Month, 01 to 12 (UTC) Year (UTC) Local zone hours (00 h to +/-13 h) Local zone minutes (00 to +59) Check sum </p> |

| RMC | Recommended minimum specific GNSS data |
|-----|---|
| | <p>\$ -- RMC, <u>hhmmss.ss</u>, <u>A</u>, <u>llll.ll</u>, <u>N/S</u>, <u>yyyyy.yy</u>, <u>E/W</u>, <u>,</u>, <u>,</u>, <u>,</u>, <u>,</u>, <u>a</u>, <u>a*hh</u><CR><LF></p> <p> UTC of position fix Latitude, N/S Longitude, E/W Status, A=Valid V=Invalid Not used Check sum Navigation status Mode indicator A/D/P/R/F=Valid E/W/S/N=Invalid S=Safe C=Caution U=Unsafe V=Not valid </p> <p>Note: This sentence is not accepted for IMO radar.</p> |

| GGA | Global positioning system (GPS) fix data |
|-----|--|
| | <p>\$ -- GGA, <u>hhmmss.ss</u>, <u>llll.ll</u>, <u>N/S</u>, <u>yyyyy.yy</u>, <u>E/W</u>, <u>a</u>, <u>,</u>, <u>,</u>, <u>,</u>, <u>,</u>, <u>,</u>, <u>,</u>, <u>a*hh</u><CR><LF></p> <p> UTC of position Latitude Longitude GPS quality indicator These field is not used. Check sum 0=Fix not invalid or invalid 1=GPS SPS mode 2=Differential GPS, SPS mode 3=GPS PPS mode 4=Real time Kinematic 5=Float RTK 6=Estimated mode 7=Manual input mode 8=Simulator mode 1/2/3/4/5=Valid, 0/6/7/8=Invalid </p> <p>Note for IMO mode ll, IN, GA, GP, GL, GN and SN are accepted.</p> |

Note: RMC and GGA sentence is used for only time data

Latitude/Longitude

| GLL | Geographic position – Latitude/longitude |
|-----|--|
| | <p>\$ -- GLL, <u>llll.ll</u>, <u>N/S</u>, <u>yyyyy.yy</u>, <u>E/W</u>, <u>hhmmss.ss</u>, <u>A</u>, <u>a*hh</u><CR><LF></p> <p> Latitude Longitude UTC is not used Check sum Mode indicator* Status A: Data valid V: Data invalid </p> <p>Note* Mode indicator A=Autonomous (Valid) D=Differential (Valid) E=Estimated (Invalid) M=Manual input (Invalid) S=Simulator (Invalid) N=Data not valid </p> <p>Note for IMO mode ll, IN, GA, GP, GL, GN, SN and LC are accepted.</p> |

| GGA | Global positioning system (GPS) fix data |
|-----|---|
| | <p>\$ -- GGA, <u>hhmmss.ss</u>, <u>lll.ll</u>, N/S, <u>yyyyy.yy</u>, E/W, <u>a</u>, , , , , , , <u>a*hh</u><CR><LF></p> <p> UTC of position Latitude Longitude GPS quality indicator Check sum These field is not used. 1/2/3/4/5=Valid, 0/6/7/8=Invalid 0=Fix not invalid or invalid 1=GPS SPS mode 5=Float RTK 2=Differential GPS, SPS mode 6=Estimated mode 3=GPS PPS mode 7=Manual input mode 4=Real time Kinematic 8=Simulator mode </p> <p>Note for IMO mode ll, ll, GA, GP, GL, GN and SN are accepted.</p> |

| GNS | GNSS fix data |
|-----|--|
| | <p>\$ -- GNS, <u>hhmmss.ss</u>, <u>lll.ll</u>, N/S, <u>yyyyy.yy</u>, E/W, <u>c-c</u>, , , , , , , <u>a*hh</u><CR><LF></p> <p> Not used Latitude N/S Longitude E/W Mode indicator Check sum Navigation status indicator S=Safe C=Caution U=Unsafe V=Navigational status not used </p> <p>Note for IMO mode GN, GP, GL and GA are accepted.</p> <p> A/D/P/R/F=Valid E/M/S/N=Invalid GN, GP: first character GL: second character GA: third character </p> |

| RMC | Recommended minimum specific GNSS data |
|-----|--|
| | <p>\$ -- RMC, <u>hhmmss.ss</u>, <u>A</u>, <u>lll.ll</u>, N/S, <u>yyyyy.yy</u>, E/W, , , , , , , <u>a</u>, <u>a*hh</u><CR><LF></p> <p> UTC of position fix Latitude, N/S Longitude, E/W Not used Check sum Status, A=Valid V=Invalid Navigation status S=Safe Mode indicator C=Caution A/D/P/R/F=Valid U=Unsafe E/M/S/N=Invalid V=Not valid </p> |

| RMA | Recommended minimum specific LORAN-C data |
|-----|---|
| | <p>\$ -- RMA, <u>A</u>, <u>lll.ll</u>, N/S, <u>yyyyy.yy</u>, E/W, <u>x.x</u>, <u>x.x</u>, <u>x.x</u>, <u>x.x</u>, <u>x.x</u>, <u>x.x</u>, <u>a</u>, <u>a*hh</u><CR><LF></p> <p> Latitude, degrees N/S Longitude, degrees E/W Not used Check sum Status, A=data valid, Mode indicator, A/D=valid E/M/S/N=invalid V=blink, cycle or SNR Course over ground, degrees true Speed over ground, knots </p> <p>Note: This sentence is not accepted for IMO radar.</p> |

Datum

| DTM | Datum reference | | | | | | | | | | | | | | | | | | |
|--------------|---|-------------|-----------------|-------------|-------|-----|-----|-------|-----|-----|-------|-----|-----|------|-----|-----|--------------|---|-----|
| | <div><div>\$ -- DTM, <u>ccc</u>, <u>a</u>, <u>x.x</u>, <u>a</u>, <u>x.x</u>, <u>a</u>, <u>x.x</u>, <u>ccc</u>, <u>hh</u><CR><LF></div><div><div><div>Local datum</div><div>Local datum subdivision code</div><div>Lat offset min, N/S</div><div>Lon offset min, E/W</div><div>Altitude offset, m</div><div>Reference datum</div><div>Check sum</div></div></div></div> <table><thead><tr><th></th><th>Reference datum</th><th>Local datum</th></tr></thead><tbody><tr><td>WGS84</td><td>W84</td><td>W84</td></tr><tr><td>WGS72</td><td>W72</td><td>W72</td></tr><tr><td>SGS85</td><td>S85</td><td>S85</td></tr><tr><td>PE90</td><td>P90</td><td>P90</td></tr><tr><td>User defined</td><td>-</td><td>999</td></tr></tbody></table> | | Reference datum | Local datum | WGS84 | W84 | W84 | WGS72 | W72 | W72 | SGS85 | S85 | S85 | PE90 | P90 | P90 | User defined | - | 999 |
| | Reference datum | Local datum | | | | | | | | | | | | | | | | | |
| WGS84 | W84 | W84 | | | | | | | | | | | | | | | | | |
| WGS72 | W72 | W72 | | | | | | | | | | | | | | | | | |
| SGS85 | S85 | S85 | | | | | | | | | | | | | | | | | |
| PE90 | P90 | P90 | | | | | | | | | | | | | | | | | |
| User defined | - | 999 | | | | | | | | | | | | | | | | | |

Alarm and alert handling

| ALF | Alert sentence |
|-----|--|
| | <p>\$ -- ALF, <u>x</u>, <u>x</u>, <u>x</u>, <u>hhmmss.ss</u>, <u>a</u>, <u>a</u>, <u>a</u>, <u>aaa</u>, <u>x.x</u>, <u>x.x</u>, <u>x.x</u>, <u>x</u>, <u>c---c</u> *<u>hh</u><CR><LF></p> <p> Time of last change Sequential message identifier, 0 to 9 Sentence number, 1 to 2 Total number of ALF sentences for this message, 1 to 2 Alert category, A, B or C Alert state, A, S, N, O, U or V** Alert priority, E, A, W or C* Manufacturer mnemonic code Alert instance, 1 to 999999 Revision counter, 1 to 99 Escalation counter, 0 to 9 Alert text Check sum </p> <p> Note* Alert priority E=Emergency Alarm (for use with Bridge Alert Management) A=Alarm W=Warning C=Caution </p> <p> Note** Alert state V=Active-Unacknowledge S=Active-Silenced A=Active-Acknowledge or active O=Active-Responsibility transferred U=Rectified-Unacknowledge N=Normal </p> |

| ALC | Cyclic alert list |
|-----|--|
| | <p>\$ -- ALC, <u>xx</u>, <u>xx</u>, <u>xx</u>, <u>x.x</u>, <u>aaa</u>, <u>x.x</u>, <u>x.x</u>, <u>x.x</u>, <u>.....</u>, <u>aaa</u>, <u>x.x</u>, <u>x.x</u>, <u>x.x</u> *<u>hh</u><CR><LF></p> <p> Sentence number, 01 to 99 Sequential message identifier, 00 to 99 Number of alert entries Manufacturer mnemonic code Alert identifier Alert instance Revision counter Alert entry 1 Additional Alert entries Check sum </p> <p>Total number of sentences for this message, 01 to 99</p> |

| ARC | Alert command refused |
|-----|---|
| | <p>\$ -- ARC, <u>hhmmss.ss</u>, <u>aaa</u>, <u>x.x</u>, <u>x.x</u>, <u>c*hh</u><CR><LF></p> <p> Release time Manufacturer mnemonic code Alert identifier Alert instance, 1 to 999999 Refused alert command, A, Q, O or S* Check sum </p> <p> Note* A: Acknowledge Q: Request / repeat information O: Responsibility transfer S: Silence </p> |

| ALR | Set alarm state |
|-----|--|
| | <p>\$ -- ALR, <u>hhmmss.ss</u>, <u>xxx</u>, <u>A</u>, <u>A</u>, <u>c---c</u> *<u>hh</u><CR><LF></p> <p> Time of alarm condition change, UTC Unique alarm number (identifier) at alarm source Alarm condition (A=threshold exceeded, V=not exceeded) Alarm's acknowledge state, A=acknowledged V=unacknowledged Alarm's description text Check sum </p> |

| ACN | Alert command |
|-----|--|
| | <p>\$ -- ACN, <u>hhmmss.ss</u>, <u>aaa</u>, <u>x.x</u>, <u>x.x</u>, <u>c</u>, <u>a*hh</u><CR><LF></p> <p> Release time Manufacturer mnemonic code Alert identifier Alert instance, 1 to 999999 Alert command, A, Q, O or S* Sentence status flag: "C" Check sum </p> <p> Note* Alert command A: Acknowledge Q: Request / repeat information O: Responsibility transfer S: Silence </p> |

Heartbeat

AIS target and own ship information

| VDO | AIS VHF data-link own-vessel report |
|-----|---|
| | <pre>! -- VDO, <u>x</u>, <u>x</u>, <u>x</u>, <u>a</u>, <u>s--s</u>, <u>x*hh</u><CR><LF></pre> <div style="margin-left: 100px;"> <div>Check sum</div> <div>Number of fill-bits, 0 to 5</div> <div>Encapsulated ITU-R M.1371 radio message (Message part, 6bit fields)</div> <div>AIS channel (A/B)</div> <div>Message number, 1 to 9</div> <div>Sentence number, 1 to 9</div> <div>Total number of sentences needed to transfer the message. 1 to 9</div> </div> |

Waypoint Latitude/Longitude, ID

| RMB | Recommended minimum navigation information |
|-----|--|
| | <p>\$ -- RMB, <u>A</u>, <u>x.x</u>, <u>a</u>, <u>c--c</u>, <u>c--c</u>, <u>lll.ll</u>, <u>N/S</u>, <u>yyyyy.yy</u>, <u>E/W</u>, <u>x.x</u>, <u>x.x</u>, <u>x.x</u>, <u>A</u>, <u>a*hh</u><CR><LF></p> <p> Status A=Valid V=Data Invalid </p> <p> Not used </p> <p> Direction to steer L/R </p> <p> Cross track error </p> <p> Destination w aypoint ID </p> <p> Destination w aypoint latitude, N/S </p> <p> Destination w aypoint longitude, E/W </p> <p> Not used </p> <p> Check sum Mode indicator A/D=valid E/MS/N=invalid </p> <p> Bearing to destination, degrees nautical miles </p> <p> Range to destination, nautical miles </p> |

| BWC | Bearing and distance to waypoint – Great circle |
|-----|---|
| | <p>\$ -- BWC, <u>hhmmss.ss</u>, <u>lll.ll</u>, <u>N/S</u>, <u>yyyyy.yy</u>, <u>E/W</u>, <u>x.x</u>, <u>T</u>, <u>x.x</u>, <u>M</u>, <u>x.x</u>, <u>N</u>, <u>c--c</u>, <u>a*hh</u><CR><LF></p> <p> UTC of observation </p> <p> Waypoint latitude N/S </p> <p> Waypoint longitude E/W </p> <p> Note* Mode indicator A/D=Valid E/MS/N=Invalid </p> <p> Bearing, digrees true </p> <p> Bearing, digrees magnetic </p> <p> Distance, nautical miles </p> <p> Waypoint ID </p> <p> Check sum Mode indicator* </p> |

| RTE | Routes |
|-----|--|
| | <p>\$ -- RTE, <u>x.x</u>, <u>x.x</u>, <u>a</u>, <u>c--c</u>, <u>c--c</u>, <u>c--c</u>, <u>.....</u>, <u>c--c</u>, <u>a*hh</u><CR><LF></p> <p> Sentence number Total number of sentences </p> <p> Route identifier Message mode C=complete route, all w aypoints W=w orking route, first listed w aypoint is "FROM" second is "TO" and remaining are rest of route </p> <p> Waypoint identifiire (FROM, TO) </p> <p> Additional w aypoint identifiers </p> <p> w aypoint "n" identifier </p> <p> Check sum </p> |

| WPL | Waypoint location |
|-----|---|
| | <p>\$ -- WPL, <u>lll.ll</u>, <u>N/S</u>, <u>yyyyy.yy</u>, <u>E/W</u>, <u>c--c</u>, <u>a*hh</u><CR><LF></p> <p> Waypoint latitude, N/S </p> <p> Waypoint longitude, E/W </p> <p> Waypoint identifier </p> <p> Check sum </p> |

Waypoint Bearing/Distance

| RMB | Recommended minimum navigation information |
|-----|--|
| | <p>\$ -- RMB, <u>A</u>, <u>x.x</u>, <u>a</u>, <u>c--c</u>, <u>c--c</u>, <u>lll.ll</u>, <u>N/S</u>, <u>yyyyy.yy</u>, <u>E/W</u>, <u>x.x</u>, <u>x.x</u>, <u>x.x</u>, <u>A</u>, <u>a*hh</u><CR><LF></p> <p> Status A=Valid V=Data Invalid </p> <p> Not used Direction to steer L/R Cross track error </p> <p> Destination w aypoint longitude, E/W Destination w aypoint latitude, N/S Destination w aypoint ID </p> <p> Not used Check sum Mode indicator A/D=valid E/M/S/N=invalid </p> <p> Bearing to destination, degrees nautical miles Range to destination, nautical miles </p> |

| BWC | Bearing and distance to waypoint – Great circle |
|-----|---|
| | <p>\$ -- BWC, <u>hhmmss.ss</u>, <u>lll.ll</u>, <u>N/S</u>, <u>yyyyy.yy</u>, <u>E/W</u>, <u>x.x</u>, <u>T</u>, <u>x.x</u>, <u>M</u>, <u>x.x</u>, <u>N</u>, <u>c--c</u>, <u>a*hh</u><CR><LF></p> <p> UTC of observation Waypoint latitude N/S Waypoint longitude E/W </p> <p> Note* Mode indicator A/D=Valid E/M/S/N=Invalid </p> <p> Bearing, digrees true Bearing, digrees magnetic Distance, nautical miles Waypoint ID Check sum Mode indicator* </p> |

Cross-track error, measured

| RMB | Recommended minimum navigation information |
|-----|--|
| | <p>\$ -- RMB, <u>A</u>, <u>x.x</u>, <u>a</u>, <u>c--c</u>, <u>c--c</u>, <u>lll.ll</u>, <u>N/S</u>, <u>yyyyy.yy</u>, <u>E/W</u>, <u>x.x</u>, <u>x.x</u>, <u>x.x</u>, <u>A</u>, <u>a*hh</u><CR><LF></p> <p> Status A=Valid V=Data Invalid </p> <p> Not used Direction to steer L/R Cross track error </p> <p> Destination w aypoint longitude, E/W Destination w aypoint latitude, N/S Destination w aypoint ID </p> <p> Not used Check sum Mode indicator A/D=valid E/M/S/N=invalid </p> <p> Bearing to destination, degrees nautical miles Range to destination, nautical miles </p> |

| XTE | Cross-track error, measured |
|-----|--|
| | <p>\$ -- XTE, <u>A</u>, <u>A</u>, <u>x.x</u>, <u>a</u>, <u>N</u>, <u>a*hh</u><CR><LF></p> <p> Check sum Mode indicator A/D=Valid, E/M/S/N=Invalid Direction to steer, L/R Magnitude of cross-track error Status: A=data valid, V=LORAN-C cycle lock warning flag Status: A=data valid, V=invalid </p> |

Route

| RTE | Routes |
|-----|--|
| | <p>\$ -- RTE, <u>x.x</u>, <u>x.x</u>, <u>a</u>, <u>C--C</u>, <u>C--C</u>, <u>C--C</u>, <u>c--c</u> *hh<CR><LF></p> <ul style="list-style-type: none"> Sentence number Total number of sentences Message mode C=complete route, all waypoints W=working route, first listed waypoint is "FROM" second is "TO" and remaining are rest of route Waypoint identifier (FROM, TO) Additional waypoints Waypoint "n" identifier Check sum |

| WPL | Waypoint location |
|-----|---|
| | <p>\$ -- WPL, <u>IIII.II</u>, <u>N/S</u>, <u>yyyy.yy</u>, <u>E/W</u>, <u>c--c</u> *<u>hh</u><CR><LF></p> <p style="text-align: center;"> Waypoint latitude, N/S Waypoint longitude, E/W Waypoint identifier Check sum </p> |

Depth

| DPT | Depth |
|-----|---|
| | <p>\$ -- DPT, x.x, x.x, x.x*hh<CR><LF></p> <div style="margin-left: 80px;"> <div style="display: inline-block; width: 60px; height: 100%; border-left: 1px solid black;"></div> <div style="display: inline-block; vertical-align: middle; margin-left: 10px;">Check sum</div> </div> <div style="margin-left: 100px;">Maximum range scale in use</div> <div style="margin-left: 70px;">Offset from transducer, in metres</div> <div style="margin-left: 40px;">Water depth relative to the transducer, in metres</div> |

| DBT | Depth below transducer |
|-----|--|
| | <p>\$ -- DBT, <u>x.x</u>, f, <u>x.x</u>, M, <u>x.x</u>, F *<u>hh</u><CR><LF></p> <p style="text-align: center;"> Water depth, feet Water depth, m Water depth, fathoms Check sum </p> |

Temp

| | |
|-----|---|
| MTW | Water temperature |
| | <p>\$ -- MTW, <u>x.x, C</u> *<u>hh</u><CR><LF></p> <p style="margin-left: 100px;"> </p> <p style="margin-left: 100px;">Temperature, degrees C Check sum</p> |

Loran-C position (LOP)

| GLC | Geographic Position Loran-C |
|-----|---|
| | <p>\$ -- GLC, <u>xxxx, x.x, a, x.x, a, x.x, a, x.x, a, x.x, a, x.x, a</u> *hh<CR><LF></p> <p style="text-align: center;"> TD1 TD2 TD3 TD4 TD5 Check sum </p> <p style="text-align: center;"> status* status* status* status* status* </p> <p>These fields are not used.</p> <p>Note: When only two TD data are effective, TD data is displayed.</p> <p>Note*: Status A=Valid B=Blink warning C=Cycle warning S=SNR warning</p> |

Wind

| MWD | Wind direction and speed |
|-----|--|
| | <p>\$ -- MWD, <u>x.x, T, x.x, M, x.x, N, x.x, M</u>, *hh<CR><LF></p> <p style="text-align: center;"> Wind direction, 0° to 359° true Wind direction, 0° to 359° magnetic Wind speed, knots Wind speed, m/s Check sum </p> |

ROT

| ROT | Rate of turn |
|-----|---|
| | <p>\$ -- ROT, <u>x.x, A</u>, *hh<CR><LF></p> <p style="text-align: center;"> Rate of turn, °/min Status, A=Valid V=Invalid Check sum </p> <p>"-" bow turns to port</p> |

GNSS satellite fault detection

| GBS | GNSS satellite fault detection |
|-----|---|
| | <p>\$ -- GBS, <u>hhmmss.ss, x.x, x.x, x.x, xx, x.x, x.x, x.x, h, h</u> *hh <CR><LF></p> <p style="text-align: center;"> This field is not used. Expected error in longitude Expected error in latitude Check sum </p> <p style="text-align: center;">These fields are not used.</p> |

7.2 Details of TT tracking data output

Data standard name: IEC61162-1 or IEC61162-2

Target data of the automatic tracking unit is provided via data connectors (J3 (NAV)/J5 (EPFS)/J6 (SDME)) on the back panel.

| TTD | Tracked target data |
|-----|--|
| | <p>! RATTD, <u>hh</u>, <u>hh</u>, <u>x</u>, <u>s--s</u>, <u>x*hh</u><CR><LF></p> <p> Check sum Number of fill-bits, 0 to 5 Encapsulated tracked target data Sequential message identifier, 0 to 9 Hex sentence number, 01 to FF Total hex number of sentences needed to transfer the message, 01 to FF </p> |

| TLB | Target label |
|-----|---|
| | <p>\$ RATLB, <u>x.x</u>, <u>c--c</u>, <u>x.x</u>, <u>c--c</u>, ... <u>x.x</u>, <u>c--c</u> *<u>hh</u><CR><LF></p> <p> Check sum Additional label pairs (x.x, c--c) Label assigned to target 'n' Target number 'n' reported by the device </p> |

| TTM | Tracked target message |
|-----|--|
| | <p>\$ RATTM, <u>xx</u>, <u>x.x</u>, <u>x.x</u>, <u>T</u>, <u>x.x</u>, <u>x.x</u>, <u>T</u>, <u>x.x</u>, <u>x.x</u>, <u>N</u>, <u>c--c</u>, <u>a</u>, <u>a</u>, <u>hhmmss.ss</u>, <u>a</u>, *<u>hh</u><CR><LF></p> <p> Target distance from own ship Target number, 00 to 99 Bearing from own ship, degrees true Target course, degrees true Target speed Time to CPA (min) Distance of closest point-of-approach Target label Speed/distance units, N Reference target=R, null otherwise UTC Target status L=Lost Q=Query T=Tracking Type of acquisition A=Automatic M=Manual R=Recorded Check sum </p> |

7.3 Details of the radar data output

Data standard name: IEC61162-1 or IEC61162-2

Own ship data and radar system data are provided via data connectors (J3 (NAV)/J5 (EPFS)/J6 (SDME)) on the back panel.

Radar system data

| RSD | Radar system data |
|-----|--|
| | <pre>\$ -- RSD, x.x, x.x, x.x, x.x, x.x, x.x, x.x, x.x, x.x, x.x, x.x, a, a*hh<CR><LF></pre> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;"> Origin1 Bearing Origin 1 Range </div> <div style="text-align: center;"> EBL1 Bearing VRM1 Bearing </div> <div style="text-align: center;"> Origin2 Range Origin2 Bearing </div> <div style="text-align: center;"> EBL2 Bearing VRM2 Bearing </div> <div style="text-align: center;"> Cursor Bearing Cursor range </div> <div style="text-align: center;"> Display Range </div> <div style="text-align: center;"> Check sum Range unit K=km/h N=NM S=SMh </div> <div style="text-align: center;"> Display mode C=Course up H=Head up N=North up </div> </div> |

Own ship data

| OSD | Own ship data |
|-----|---|
| | <pre>\$RAOSD, x.x, A, x.x, a, x.x, a, x.x, x.x, a*hh<CR><LF></pre> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;"> Heading, degrees true Heading status, A=data valid, V=data in valid Vessel course, degrees true Course reference, B/MW/R/P* Vessel speed Speed reference, B/MW/R/P* Vessel set, degrees true Vessel drift (speed) Speed unit, K=km/h, N=knots, S=statute miles/h </div> <div style="text-align: center;"> Check sum </div> </div> <div style="margin-top: 10px;"> <p>Note* Reference</p> <p>B=Bottom tracking log</p> <p>M=Manually entered</p> <p>W=Water referenced</p> <p>R=Radar tracking (or fixed target)</p> <p>P=Positioning system ground reference</p> </div> |

Target latitude and longitude

| TLL | Target latitude and longitude |
|-----|--|
| | <pre>\$ RATLL, xx, llll.ll, N/S, yyyyyy.yy, E/W, c--c, hhmmss.ss, a, a*hh<CR><LF></pre> <div style="display: flex; justify-content: space-around; align-items: flex-start; margin-top: 10px;"> <div style="text-align: center;"> Target latitude N/S Target number (00-99) </div> <div style="text-align: center;"> Target longitude E/W </div> <div style="text-align: center;"> UTC of data Target label </div> <div style="text-align: center;"> Check sum Reference target=R, null otherwise Target status L=Lost Q=Query T=Tracking </div> </div> |

Alarm

| ALF | Alert sentence |
|-----|--|
| | <p>\$ -- ALF, <u>x</u>, <u>x</u>, <u>x</u>, <u>hhmmss.ss</u>, <u>a</u>, <u>a</u>, <u>a</u>, <u>aaa</u>, <u>x.x</u>, <u>x.x</u>, <u>x.x</u>, <u>x</u>, <u>c---c</u> *<u>hh</u><CR><LF></p> <p> Time of last change Sequential message identifier, 0 to 9 Sentence number, 1 to 2 Total number of ALF sentences for this message, 1 to 2 Alert priority, E, A, W or C* Alert category, A, B or C Alert instance, 1 to 999999 Alert identifier Manufacturer mnemonic code Alert state, A, S, N, O, U or V** Alert text Escalation counter, 0 to 9 Revision counter, 1 to 99 Check sum </p> <p> Note* Alert priority E=Emergency Alarm (for use with Bridge Alert Management) A=Alarm W:Warning C=Caution </p> <p> Note** Alert state V=Active-Unacknowledge S=Active-Silenced A=Active-Acknowledge or active O=Active-Responsibility transferred U=Rectified-Unacknowledge N=Normal </p> |

| ARC | Alert command refused |
|-----|--|
| | <p>\$ -- ARC, <u>hhmmss.ss</u>, <u>aaa</u>, <u>x.x</u>, <u>x.x</u>, <u>c</u>*<u>hh</u><CR><LF></p> <p> Release time Alert instance, 1 to 999999 Alert identifier Manufacturer mnemonic code Check sum Refused alert command, A, Q, O or S* </p> <p> Note* A: Acknowledge Q: Request / repeat information O: Responsibility transfer S: Silence </p> |

| ALR | Set alarm state |
|-----|--|
| | <p>\$ -- ALR, <u>hhmmss.ss</u>, <u>xxx</u>, <u>A</u>, <u>A</u>, <u>c---c</u> *<u>hh</u><CR><LF></p> <p> Time of alarm condition change, UTC Alarm condition (A=threshold exceeded, V=not exceeded) Unique alarm number (identifier) at alarm source Alarm's acknowledge state, A=acknowledged V=unacknowledged Alarm's description text Check sum </p> |

| ACN | Alert command |
|-----|--|
| | <p>\$ -- ACN, <u>hhmmss.ss</u>, <u>aaa</u>, <u>x.x</u>, <u>x.x</u>, <u>c</u>, <u>a</u>*<u>hh</u><CR><LF></p> <p> Release time Alert instance, 1 to 999999 Alert identifier manufacture mnemonic code Alert command, A, Q, O or S* Sentence status flag: "C" Check sum </p> <p> Note* Alert command A: Acknowledge Q: Request / repeat information O: Responsibility transfer S: Silence </p> |

| ACK | Acknowledge alarm |
|-----|--|
| | <p>\$ -- ACK, <u>xxx</u> *<u>hh</u><CR><LF></p> <p> Unique alarm number (identifier) at alarm source Check sum </p> |

Heartbeat

| | |
|-----|---|
| HBT | Heartbeat supervision sentence |
| | <pre>\$ -- HBT, <u>x</u>.<u>x</u>, <u>A</u>, <u>x</u>*<u>hh</u><CR><LF></pre> <div style="margin-left: 100px;"> <div style="display: inline-block; width: 100px; border-left: 1px solid black; height: 100px; margin-right: 10px;"></div> <div style="display: inline-block; width: 100px; border-left: 1px solid black; height: 100px; margin-right: 10px;"></div> <div style="display: inline-block; width: 100px; border-left: 1px solid black; height: 100px; margin-right: 10px;"></div> <div style="display: inline-block; width: 100px; border-left: 1px solid black; height: 100px;"></div> </div> <div style="margin-left: 100px; text-align: center;"> <div>Configured repeat interval</div> <div>Equipment status A=Yes, V=No</div> <div>Sequential sentence identifier</div> <div>Check sum</div> </div> |

Activity information

| EVE | General event message |
|-----|--|
| | <p>\$ -- EVE, <u>hhmmss.ss</u>, <u>c--c</u>, <u>c--C*hh</u><CR><LF></p> <p style="text-align: center;"> </p> <p style="text-align: center;"> Event time Tag code used for identification of source of event Event description Check sum </p> |

7.4 Interface specification

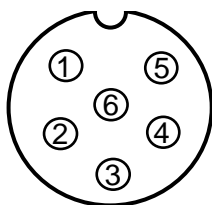
7.4.1 NAV and EPFS serial data input/output specification

Input connector: J3 and J5

Connector used: BD-06PMMP-LC7001

Connector acceptable: BD-06BFFA-LL6001

J3 and J5
Data connector pin assignment
(Display unit upper view)



Data connector pin assignment

| J3 and J5 | |
|------------|-------------|
| Pin number | Signal name |
| 1 | Shield |
| 2 | OUT-A |
| 3 | OUT-B |
| 4 | IN-A |
| 5 | IN-B |
| 6 | +12V |

Note: +12V of pin no.6 is used for power supply of Junction box JB-35 or other device.

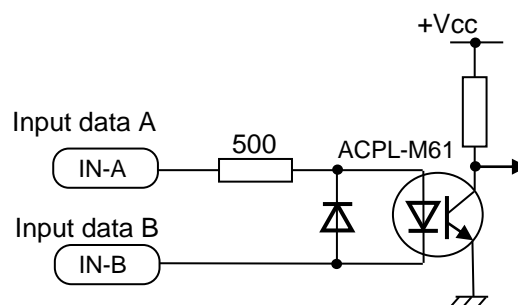
Serial data input (Listener):

Standard-type signal conforming to IEC61162-1 or IEC 61162-2 is acceptable.

Input load: 500 Ohm

Circuit configuration: Photo coupler

Type ACPL-M61 (Avago)



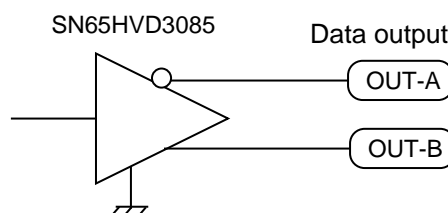
Serial data input circuit

Serial data output (Talker):

Standard-type signal conforming to IEC61162-1 or IEC 61162-2 is transmittable.

Circuit configuration: RS422 driver IC

Type SN65HVD3085 (TI)

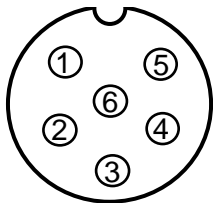


Serial data output circuit

7.4.2 SDME serial data input/output specification

Input connector: J6
Connector used: BD-06PMMP-LC7001
Connector acceptable: BD-06BFFA-LL6001

J6
Data connector pin assignment
(Display unit upper view)

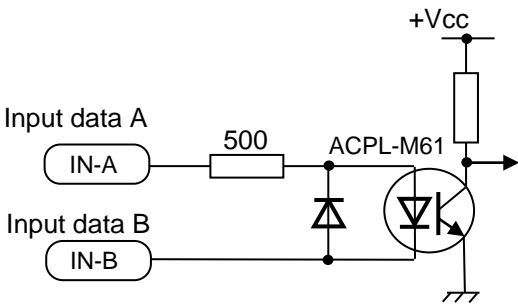


Data connector pin assignment

| J6 | |
|------------|-------------|
| Pin number | Signal name |
| 1 | Shield |
| 2 | OUT-A |
| 3 | OUT-B |
| 4 | IN-A |
| 5 | IN-B |
| 6 | NC |

Serial data input (Listener):

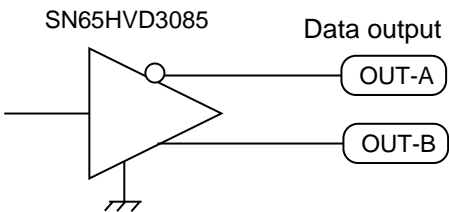
Standard-type signal conforming to IEC61162-1 or IEC 61162-2 is acceptable.
Input load: 500 Ohm
Circuit configuration: Photo coupler
Type ACPL-M61 (Avago)



Serial data input circuit

Serial data output (Talker):

Standard-type signal conforming to IEC61162-1 or IEC 61162-2 is transmittable.
Circuit configuration: RS422 driver IC
Type SN65HVD3085 (TI)



Serial data output circuit

7.4.3 VDR (external monitor) and Alarm output signal specification

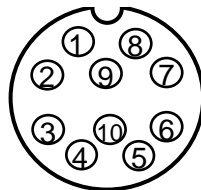
Output connector name: VDR & Alarm

Connector used: BU-10PMMP-LC7001

Connector acceptable: BU-10BFFA-LL7001

Pin location is shown below.

J1
External monitor and alarm output connector pin assignment
(Display unit upper view)



External monitor and alarm output connector pin assignment

| Pin number | Signal name |
|------------|-------------|
| 1 | RVD |
| 2 | R-GND |
| 3 | GVD |
| 4 | G-GND |
| 5 | BVD |
| 6 | B-GND |
| 7 | H-SYNC |
| 8 | V-SYNC |
| 9 | ALARM |
| 10 | ALARM |

Signal specification

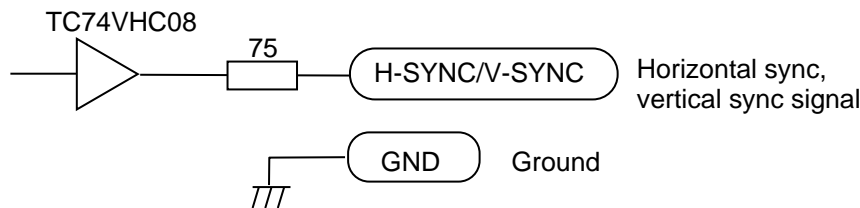
This RGB output is compliant with the image test defined in the VDR test standard IEC61996.

VDR output cannot be deactivated by the user.

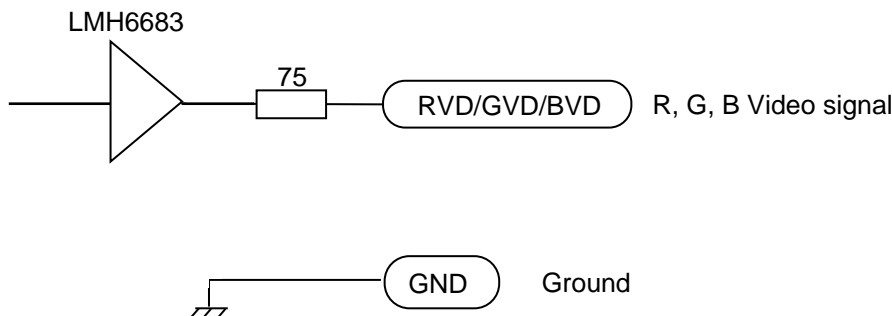
| Signal name | Frequency | Polarity | Signal width | Level | Impedance |
|---------------------------------|------------|----------|---------------|-----------|--------------|
| Horizontal sync signal (H-SYNC) | 63.981 kHz | Negative | 1.037 μ s | TTL | 200 Ω |
| Vertical sync signal (V-SYNC) | 60.0 Hz | Negative | 47 μ s | TTL | 200 Ω |
| R, G, B Video signal | - | Positive | - | 0.7 V p-p | 75 Ω |
| Alarm output | - | - | Contact* | - | Capacity 1A |

* Alarm contact will close in case of failure.

7.4.3.1 Circuit for horizontal sync, vertical sync signal output



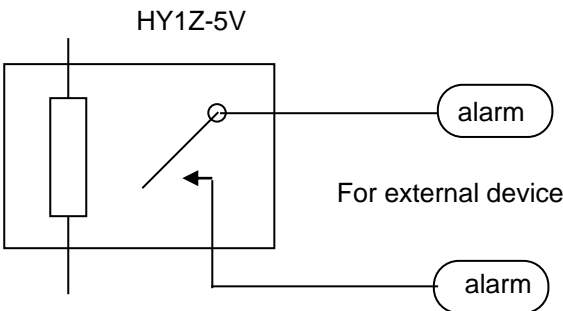
7.4.3.2 Circuit for R, G, B video signal



7.4.3.3 Alarm contact specification

Max. switching voltage 30 V
Max. current capacity 1 A
(Resistive load)

Note: Alarm contact will close in case of failure.



7.4.4 Serial data input/output specification (AIS)

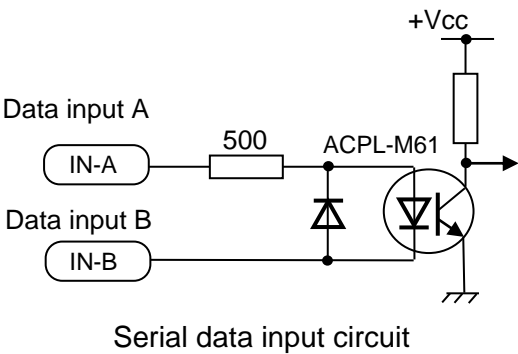
I/O connector AIS (J2)

Connector used: BD-08PMMP-LC7001
Connector acceptable: BD-08BFFA-LL6001

Serial data input (Listener):

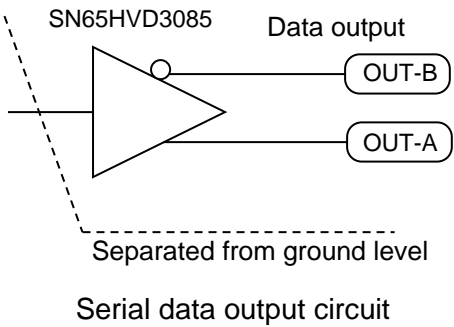
Standard signals conforming to IEC61162-2 is acceptable.

Input load 500 Ohm
Circuit configuration: Photo coupler
Type ACPL-M61 (Avago)

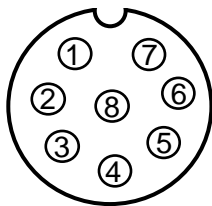


Serial data output circuit (Talker):

Standard signals conforming to IEC61162-2 can be output.
Circuit configuration: RS422 Driver/Receiver IC
Type SN65HVD3085 (TI)



J2
Data connector pin assignment
(Display unit upper view)



Data connector pin assignment

| Pin number | Signal name |
|------------|-------------|
| 1 | Shield |
| 2 | IN-A |
| 3 | IN-B |
| 4 | OUT-B |
| 5 | OUT-A |
| 6 | GND |
| 7 | NC |
| 8 | NC |

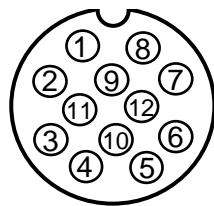
7.4.5 Radar input/output signal specification

I/O connector: Inter-switch (J8)

Connector used: BU-12PMMP-LC7001

Connector acceptable: BU-12BFFA-LL7001

J8
Inter-switch connector pin assignment
(Display unit upper view)



Data connector pin assignment

| Pin number | Signal name |
|------------|-------------|
| 1 | VIDEO OUT |
| 2 | TRIG OUT |
| 3 | GND |
| 4 | AZIP OUT |
| 5 | SHF OUT |
| 6 | GND |
| 7 | VIDEO IN |
| 8 | TRIG IN |
| 9 | GND |
| 10 | AZIP IN |
| 11 | SHF IN |
| 12 | +12VDC |

7.4.6 Talker device code of the data output devices

The device code displayed as talker is shown in the table below.

| Data output device | Talker device code | Displayed code |
|------------------------------------|--------------------------|------------------|
| Galileo positioning system | GA | GAL |
| Global positioning system (GPS) | GP | GPS (See below) |
| Global positioning system (DGPS) | GP | DGPS (See below) |
| GLONASS positioning system | GL | GLONASS |
| Global navigation satellite system | GN | GNSS |
| Heading sensors: compass, magnetic | HC | HC |
| : gyro, north seeking | HE | GYRO |
| : gyro, non-north seeking | HN | GYRO |
| Integrated instrumentation | II | INS |
| Integrated navigation | IN | INS |
| Loran-C | LC | LC |
| Electronic positioning system | SN | EPFS |
| Velocity sensors: Doppler, general | VD | DLOG |
| : magnetic log | VM | LOG |
| : mechanical log | VW | LOG |
| Other devices | Display of talker device | |

Notice

The change between GPS and DGPS of the device name displayed is based on the operational status display in the GLL and GGA sentences. Refer to "7.1 Details of the data input format" (GLL and GGA sentences).

7.4.7 Priority of talker device code

Heading

II > IN > HE > HN > HC > GN > GP > GL > GA > SN

Speed

II > IN > VD > GN > GP > GL > GA > SN > VM > VW

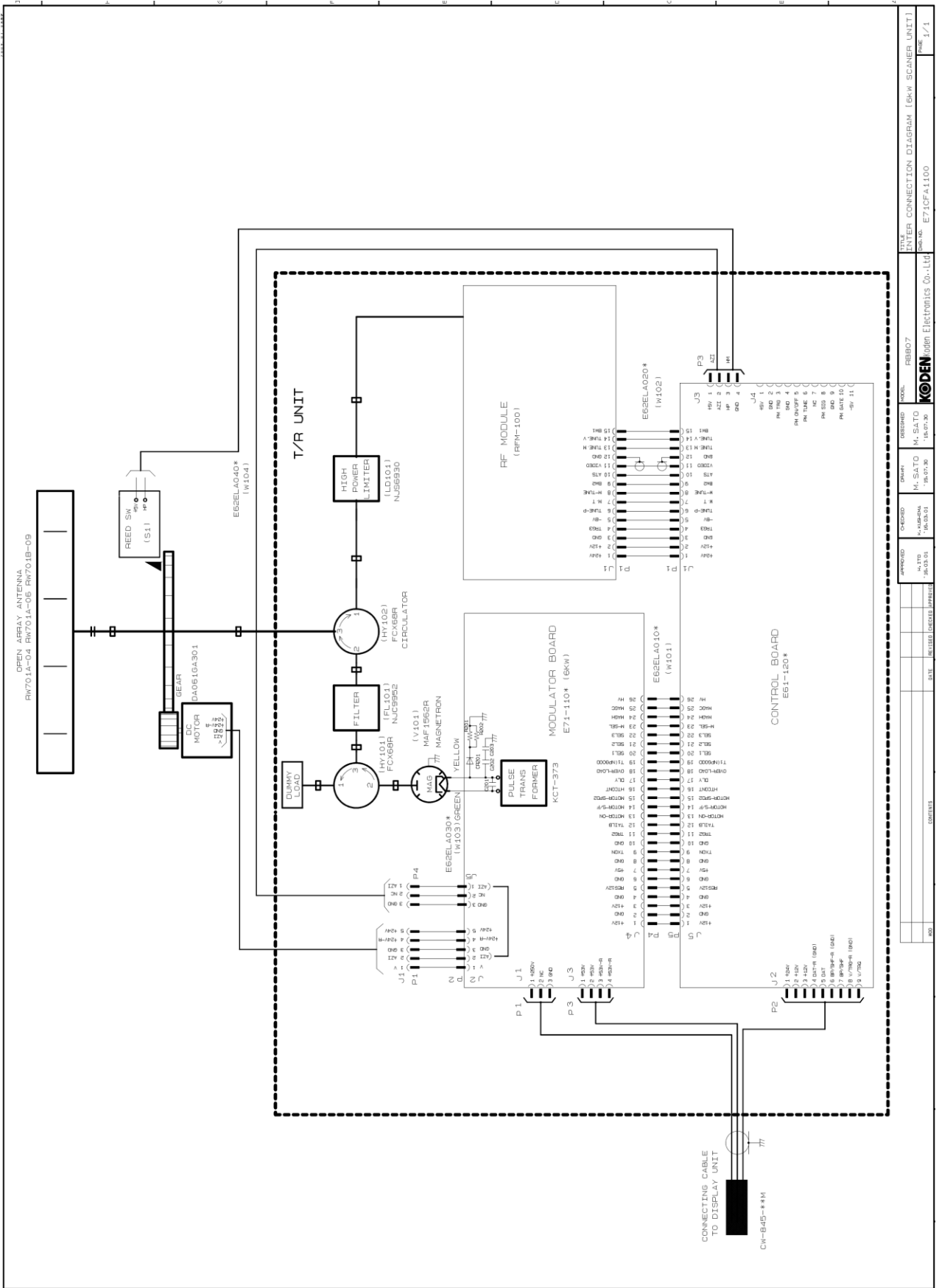
Position

II > IN > GN > GP > GL > GA > SN > LC

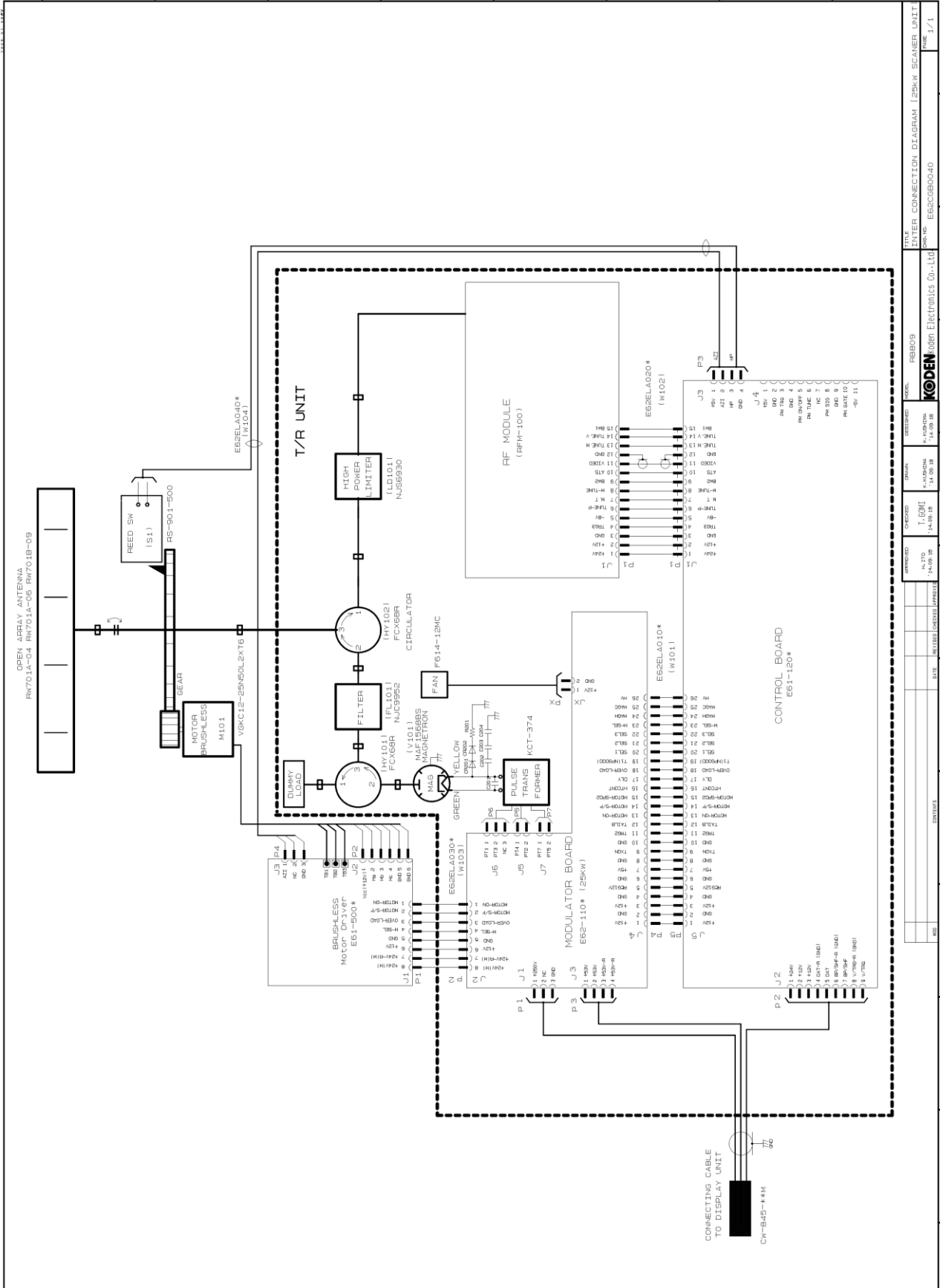
GNS

GN > GP > GL > GA

INTER CONNECTION DIAGRAM (RB807)



INTER CONNECTION DIAGRAM (RB809)



OPERATION UNIT
MRO-108(P)

A7
TRACK BALL
TRQ-10S(BK)
VCC(+5V) 1
GND 2
LDR+OUT 3
LDR+IN 4
LDR+OUT 5
LDR+IN 6

A6
PANEL PCB
E63-9000
PANEL 1
POWER 2
N.C. 3
N.C. 4
N.C. 5
N.C. 6
N.C. 7
N.C. 8
N.C. 9
N.C. 10
N.C. 11
N.C. 12
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