



KODEN

INSTALLATION MANUAL

MARINE RADAR

MDC-7000P

SERIES

MDC-7900P

SERIES

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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
12 kW / 4 feet antenna	2.01 m	2.84 m	6.34 m
12 kW / 6 feet antenna	2.38 m	3.37 m	7.54 m
12 kW / 9 feet antenna	2.83 m	4.01 m	8.96 m
25 kW / 4 feet antenna	2.89 m	4.09 m	9.15 m
25 kW / 6 feet antenna	3.44 m	4.86 m	10.88 m
25 kW / 9 feet antenna	4.09 m	5.78 m	12.93 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.

• 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.

• Installation of Display unit to prevent condensation

If the Display unit is installed near an air conditioner vent or in a location exposed to direct airflow, condensation may occur due to temperature differences between the unit's interior and the surrounding air. Condensation inside the Display unit can cause serious damage to electrical components and may render the unit inoperable. Even models equipped with condensation prevention features (such as direct bonding) are still at risk if moisture forms inside the unit. Therefore, it is essential to carefully consider the installation environment to prevent condensation.












Used abbreviations / icons and symbols

Abbreviation Operation Unit	Meaning	Abbreviation Operation Unit	Meaning
DAY/NIGHT	Change color for Day/Night	ERBL	Electronic range and bearing line ON/OFF
SP/LP	Switch pulse length	OFF CENT	Off Center mode ON/OFF
STBY/TX	Transmission off/on	HL	Heading Line
POWER ON/OFF	Turn power ON/OFF	MENU	Turn MENU ON/OFF
EBL1/2	Electronic Bearing Line ON/OFF	MODE	Switch to another display mode H Up , N Up, C Up
BRILL	Display brilliance adjustment	ACQ	Start manual Target Tracking
F1 to F5	Programmable function keys	RANGE +/-	Switch radar range
AL	Alert List display	RAIN	Reduce Rain Clutter
PANEL	Control Panel brilliance	SEA	Reduce Sea Clutter
VRM1/2	Variable Range Marker ON/OFF	GAIN/TUNE	Adjust radar receiver

Abbreviation Display	Meaning	Abbreviation Display	Meaning
ADR	AIS Data Report	CORR	Correction
AIS	Automatic Identification System	CPA	Closest Point of Approach
ALARM	Alarm	CRS	Course
ALD	AIS Locating Device	CTW	Course Through the Water
ANT	Antenna	CURS	Cursor
ARPA	Automatic Radar Plotting Aids	DatRep	Data Report
AtoN	Aids to Navigation	DAY	Day color
AUTO	Automatic	DEL	Delete
AUTO ACQ	Automatic Acquisition	DEST	Destination
BAM	Bridge Alarm Management	DFLT SET	Default Settings
BKGND	Background	DGPS	Differential GPS
BRG	Bearing	DISP	Display
BRILL	Display Brilliance	DLOG	Doppler Log
C UP	Course Up mode	DPTH	Depth
CAUTION	Caution	DRIFT	Drift
CCRP	Consistent common reference point	DTE	Data Terminal Equipment
CFAR	Constant False Alarm Rate	E	East longitude
COG	Course Over the Ground	EBL	Electronic Bearing Line

Abbreviation Display	Meaning	Abbreviation Display	Meaning
EBL 1/2	Electronic Bearing Line 1/2	MAP	Map(s)
ENH	Enhance	MBS	Main Bang Suppression
EPFS	Electronic Positioning Fixing System	MKR	Marker
EPIRB	Emergency Position Indicating Radio Beacon	MMSI	Maritime Mobil Services Identity number
ERBL	Electronic Range and Bearing Line	MOB	Man Overboard
ETA	Estimated Time of Arrival	MONI	Monitor
EVENT	Event	MUTE	Sector Mute ON
GAIN	Gain	MVR	Manoeuvre
GAL	Galileo	N	North latitude
GLONASS	Glionass	NAV	Navigation
GND	Ground	NUC	Vessel not Under Command
GNSS	Global Navigation Satellite System	OFF CENT	Off Center
GPS	Global Positioning System	OL	Overload
GYRO	Gyro	OP.ALARM	Operation Alarm
H UP	Head Up Mode	OS	Own Ship
HC	Heading Compass	PANEL	Panel Illumination
HDG	Heading	PAST	Past
HL	Heading Line	PAST POSN	Past Positions
ID	Identification	PERM	Permanent
INS	Integrated Navigation System	PI	Parallel Index
IR	Interference level	PM	Performance Monitor
KGC	KODEN GPS Compass (KODEN's Product name)	R	Relative
LAT	Latitude	RAIM	Receiver Autonomous Integrity Monitoring
LC	Loran	RAIN	Anti clutter Rain
LIM	Limit	REF	Reference
LocDev	Locating Device	RM	Relative Motion
LOG	Log	RNG	Range
LON	Longitude	ROS	Rate Of Speed
LOP TD	Line Of Position Time Delay	ROT	Rate Of Turn
LOST TGT	Lost Target	R1 / R1 / R3	Repeater (Repeat count)
LP	Long Pulse	RR	Range Ring
MAN	Manual	RX	Receive

Abbreviation Display	Meaning	Abbreviation Display	Meaning
S	South	TRK	Track
SAR	Search and rescue	TT	Target Tracking
SART	Search and rescue transponder	TUNE	Tuning
SDME	Speed and Distance Measuring Equipment	TX	Transmit
SET	Set (i.e., set and drift or setting a value)	UTC	Universal Time, Coordinated
SOG	Speed Over the Ground	V	VTS (vessel traffic services)
SP	Short Pulse	VECT	Vector
STAB	Stabilization	VID	Video mode setting
STBY	Standby	VRM	Variable Range Marker
STW	Speed Through the Water	W	West longitude
Sx /Mx /Lx	Pulse length: Short Medium Long (x is 1, 2 or 3)	WARNING	Warning
T	True	WAT	Water
TCPA	Time of CPA	WPT	Waypoint
TGT	Target	XTD	Cross Track Distance
TM	True Motion		

Icon/Symbol	Meaning	Icon/Symbol	Meaning
	Active Unacknowledged alarm		Active -unacknowledged Warning
	Active Silenced alarm		Active -silenced Warning
	Active Acknowledged alarm		Active -acknowledged Warning
	Active Responsibility transferred alarm		Active -responsibility transferred Warning
	Rectified Unacknowledged alarm		Rectified -unacknowledged Warning
			Caution

Icon/Symbol	Meaning	Icon/Symbol	Meaning
	AIS association Priority AIS, Priority TT		AIS AtoN filter symbol Physical, Physical unhealthy, Virtual,
	AIS filter symbol Class A, Class B		AIS AtoN filter symbol Mobile physical, Mobile virtual
	AIS filter symbol Range, Speed		AIS filter symbol AIS synthetic
	AIS filter symbol CPA / TCPA		AIS locating device filter symbol SART, MOB, EPIRB
	AIS filter symbol Moored, At anchor, Aground, Vessel not under command		Auto ACQ filter symbol CPA / TCPA, Auto active
	AIS filter symbol Guard zone, Echo alarm		Lost warning enable symbol TGT lost, Sleep lost, Data report lost, Locating device lost
	AIS filter symbol Base station		CPA/TCPA filter symbol Active, Sleep
	AIS filter symbol SAR Aircraft and Helicopter		AIS source symbol Class A, Class B, Base station, SAR Aircraft and helicopter, AtoN Physical, AtoN virtual, AtoN Mobile physical, AtoN Mobile virtual, AIS SART, AIS MOB, AIS EPIRB

Unit	Meaning	Unit	Meaning
NM	Nautical Mile(s) 1 NM = 1,852 m	s	Seconds
km	kirometer(s)	min	Minutes
kn	Knot(s) 1 kn = 1.852 km/h	hr	Hours
km/h	kirometer per hour	°	Degree(s) #

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 (Exposed)

- (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.

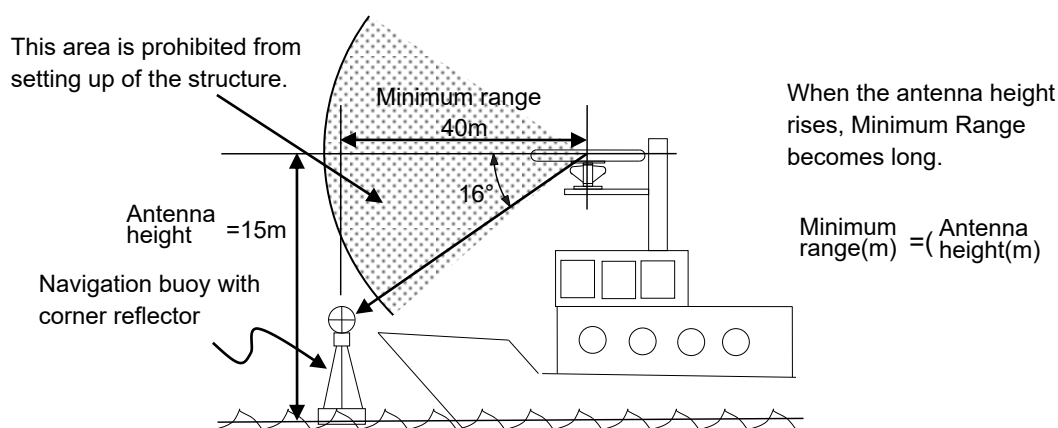


Figure 1.1 Vertical chart of recommended antenna installation position.

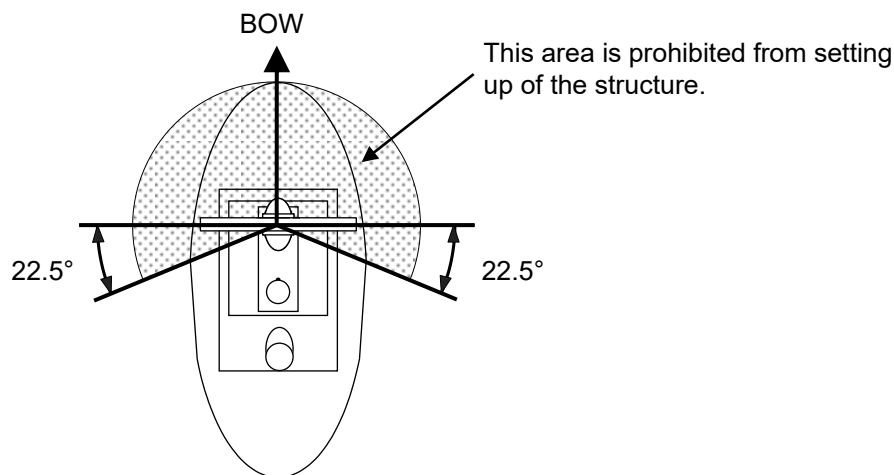


Figure 1.2 Horizontal chart of recommended antenna installation position.

- (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
RB808P	1.4 m	0.9 m
RB809P	1.4 m	0.9 m

1.4.2 Display unit and Operation unit (Protected)

- (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-108P	2.2 m	1.2 m
MRM-108P	0.3 m	0.3 m
MRO-108P	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-7912P

No.	Name	Type	Comment	Weight/ Length	Quantity
1	Antenna	RW701A-04	4 ft	6 kg	1
		RW701A-06	6 ft	8 kg	
		RW701C-09	9 ft	12 kg	
2	Scanner unit	RB808P	12 kW	18.5kg	1
3	Display unit	MRD-108P		13 kg	1
4	Operation unit	MRO-108P	With CW-401-2M	1.8 kg	1
5	Junction box	JB-35	With CW-376-5M		1
6	Connecting cable	CW-845-15M	With connectors on the both sides	15 m	1
7	Power cable	CW-259-2M	With a connector on the single side	2 m	1
8	Spare parts	SP-MRD/MRM-108	See spare parts list		1 set
9	Installation material	M12-BOLT.KIT	See installation material list		1 set
10	Document	MDC-7000P_7900P.OM.E	Operation manual		1
11	Document	MDC-7000P_7900P.IM.E	Installation manual		1
12	Document	MDC-7000P_7900P.QR.E	Quick reference		1

MDC-7925P

No.	Name	Type	Comment	Weight/ Length	Quantity
1	Antenna	RW701A-04	4 ft	6kg	1
		RW701A-06	6 ft	8 kg	
		RW701C-09	9 ft	12 kg	
2	Scanner unit	RB809P	25 kW	20.5 kg	1
3	Display unit	MRD-108P		13 kg	1
4	Operation unit	MRO-108P	With CW-401-2M	1.8 kg	1
5	Junction box	JB-35	With CW-376-5M		1
6	Connecting cable	CW-845-15M	With connectors on the both sides	15 m	1
7	Power cable	CW-259-2M	With a connector on the single side	2 m	1
8	Spare parts	SP-MRD/MRM-108	See spare parts list		1 set
9	Installation material	M12-BOLT.KIT	See installation material list		1 set
10	Document	MDC-7000P_7900P.OM.E	Operation manual		1
11	Document	MDC-7000P_7900P.IM.E	Installation manual		1
12	Document	MDC-7000P_7900P.QR.E	Quick reference		1

MDC-7012P

No.	Name	Type	Comment	Weight/ Length	Quantity
1	Antenna	RW701A-04	4 ft	6 kg	1
		RW701A-06	6 ft	8 kg	
		RW701C-09	9 ft	12 kg	
2	Scanner unit	RB808P	12 kW	18.5 kg	1
3	Processor unit	MRM-108P		5.1 kg	1
4	Operation unit	MRO-108P	With CW-401-2M	1.8 kg	1
5	Junction box	JB-35	With CW-376-5M		1
6	Connecting cable	CW-845-15M	With connectors on the both sides	15 m	1
7	Power cable	CW-259-2M	With a connector on the single side	2 m	1
8	Spare parts	SP-MRD/MRM-108	See spare parts list		1 set
9	Installation material	M12-BOLT.KIT	See installation material list		1 set
10	Document	MDC-7000P_7900P.OM.E	Operation manual		1
11	Document	MDC-7000P_7900P.IM.E	Installation manual		1
12	Document	MDC-7000P_7900P.QR.E	Quick reference		1

MDC-7025P

No.	Name	Type	Comment	Weight/ Length	Quantity
1	Antenna	RW701A-04	4 ft	6 kg	1
		RW701A-06	6 ft	8 kg	
		RW701C-09	9 ft	12 kg	
2	Scanner unit	RB809P	25 kW	20.5 kg	1
3	Processor unit	MRM-108P		5.1 kg	1
4	Operation unit	MRO-108P	With CW-401-2M	1.8 kg	1
5	Junction box	JB-35	With CW-376-5M		1
6	Connecting cable	CW-845-15M	With connectors on the both sides	15 m	1
7	Power cable	CW-259-2M	With a connector on the single side	2 m	1
8	Spare parts	SP-MRD/MRM-108	See spare parts list		1 set
9	Installation material	M12-BOLT.KIT	See installation material list		1 set
10	Document	MDC-7000P_7900P.OM.E	Operation manual		1
11	Document	MDC-7000P_7900P.IM.E	Installation manual		1
12	Document	MDC-7000P_7900P.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 ($\phi 6.4 \times 30$)	1	Main power
2	Fuse	FGMB 125V/10A	Normal type	Tubular ($\phi 5.2 \times 20$)	1	Motor power
3	Fuse	FGMB 250V/0.8A	Normal type	Tubular ($\phi 5.2 \times 20$)	1	High voltage power supply

2.3 Installation material list

M12-BOLT.KIT

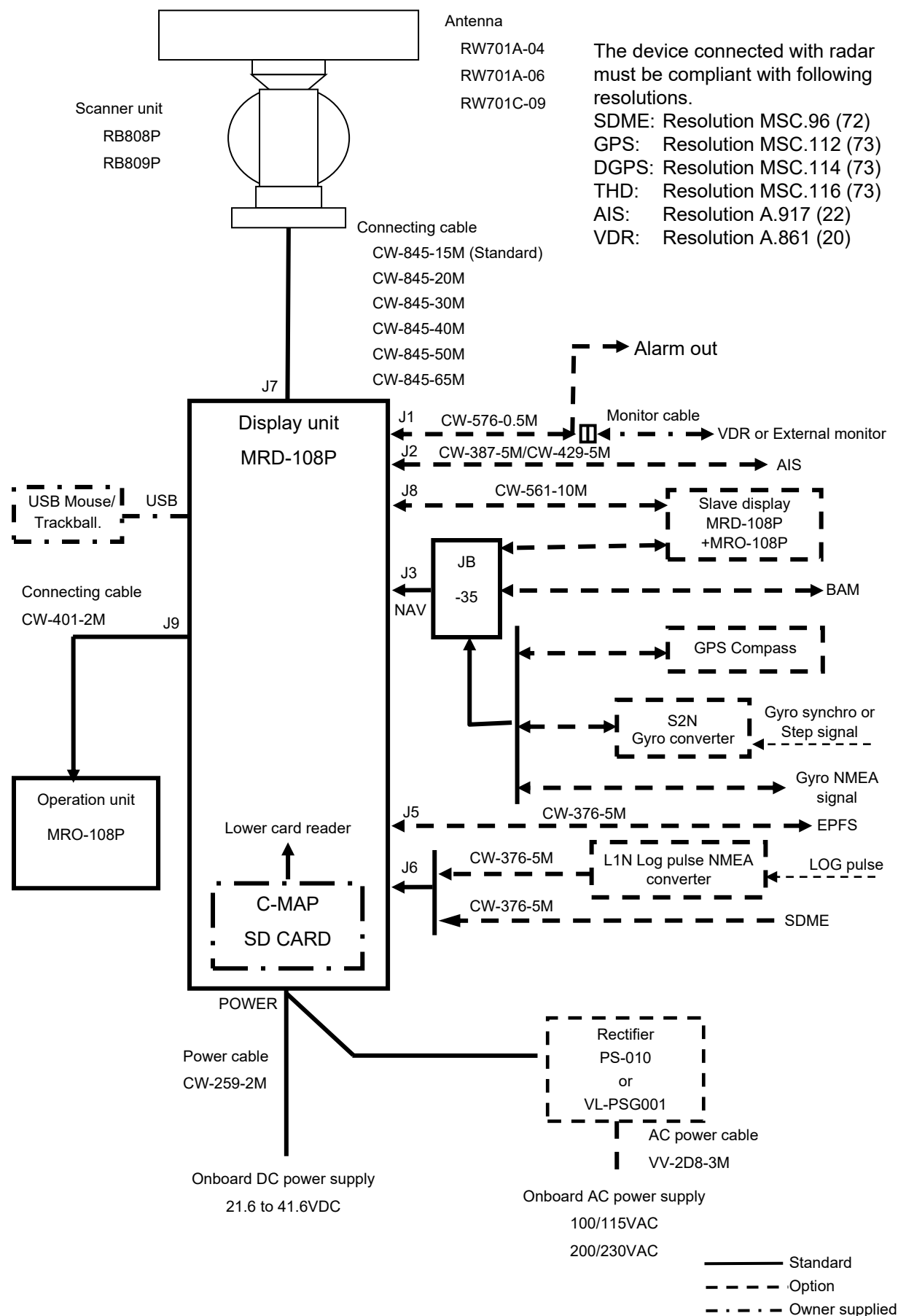
No.	Name	Specification	Quantity	Usage
1	Hexagon bolt	B12X55U	4	Antenna-Scanner unit
2	Nut	N12U	8	Antenna-Scanner unit
3	Plain washer	2W12U	8	Antenna-Scanner unit
4	Spring washer	SW12U	4	Antenna-Scanner unit
5	Anti electro corrosive washer	56R7201M3	4	Antenna-Scanner unit
6	Anti electro corrosive washer	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 Options

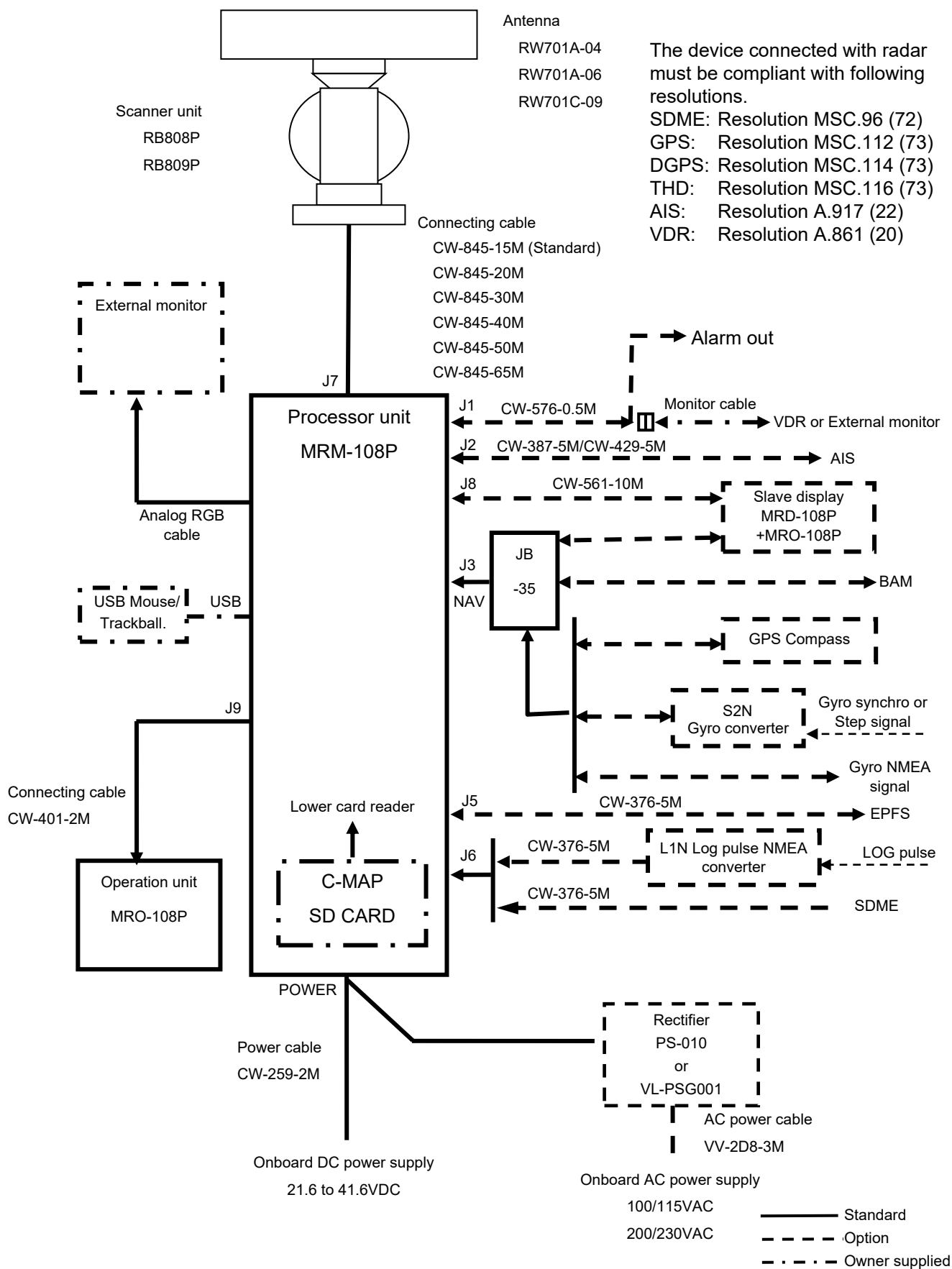
(Common)

No.	Name	Specification	Comment	Weight /Dimension /Quantity
1	Gyro converter	S2N, U/N 9028C	qwerty-electronik	
2	Log pulse NMEA converter	L1N, U/N 9181A	qwerty-electronik 200pulse/NM only	
3	Rectifier unit	PS-010	5A fuse attached For 4 or 6 feet antenna only.	3.5 kg
		VL-PSG001	VEINLAND GmbH for RW701C-09	
4	AC power cable	VV-2D8-3M	Without connectors on both sides	3 m
5	Connecting cable	CW-373- select 5M,10M or 30M	With 6-pin water resistant connectors at both ends (cable for data)	5 m, 10 m or 30 m
		CW-374-5M	With a 6-pin connector 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- select 10M or 30M	With 12-pin water resistant connectors at both ends (connector for remote display)	10 m or 30 m
		CW-576-0.5M	With a 10-pin water resistant connector and D-Sub connector (analog RGB) +Alarm out	0.5 m
6	Operation unit connecting cable	CW-401- select 5M or 10M	With connectors on both sides	5 m or 10 m
7	Antenna-Scanner unit and Display unit connecting cable	CW-845- select 20M, 30M, 40M, 50M or 65M	With connectors on both sides	20 m, 30 m, 40 m, 50 m or 65 m

2.5 MDC-7912P/7925P series system configuration



2.6 MDC-7012P/7025P series system configuration

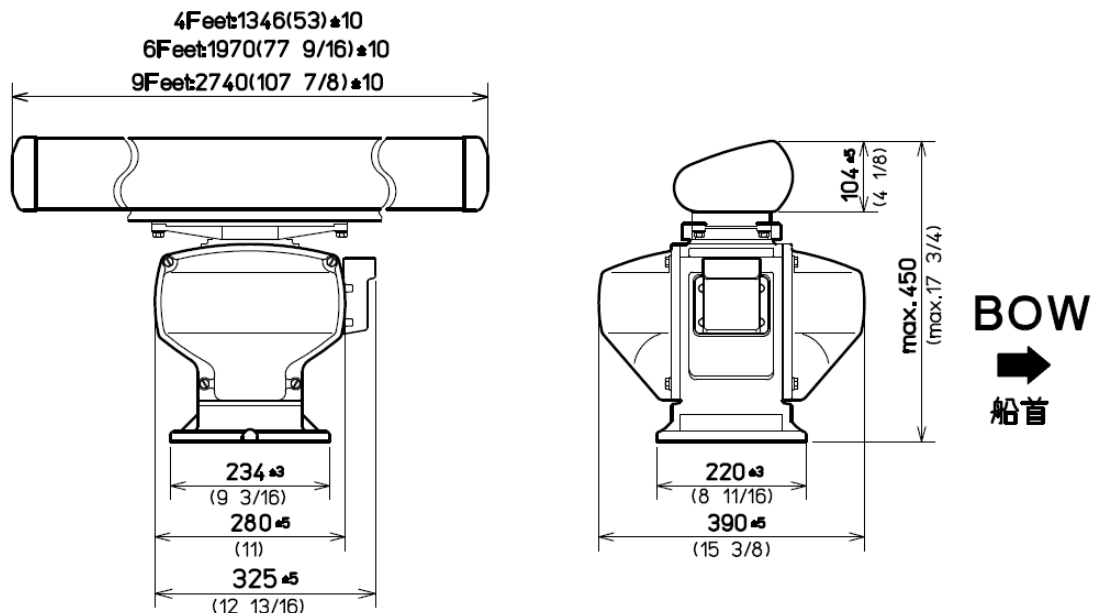


Chapter 3 Installation Method

3.1 How to install the Antenna Scanner unit

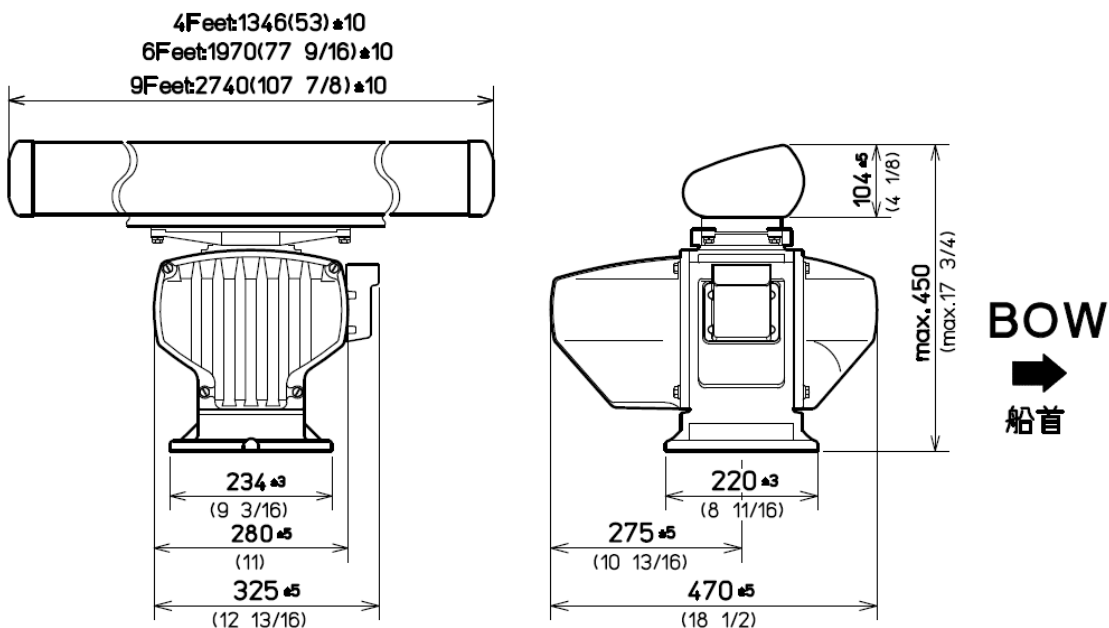
External view and dimensions

RB808P



Weight : 24.5kg±2kg(54lb);(RW701A-04)
 26.5kg±2kg(58.5lb);(RW701A-06)
 30.5kg±2kg(67.5lb);(RW701C-09)

RB809P



Weight : 26.5kg±2kg(58.5lb);(RW701A-04)
 28.5kg±2kg(63lb);(RW701A-06)
 32.5kg±2kg(72lb);(RW701C-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.

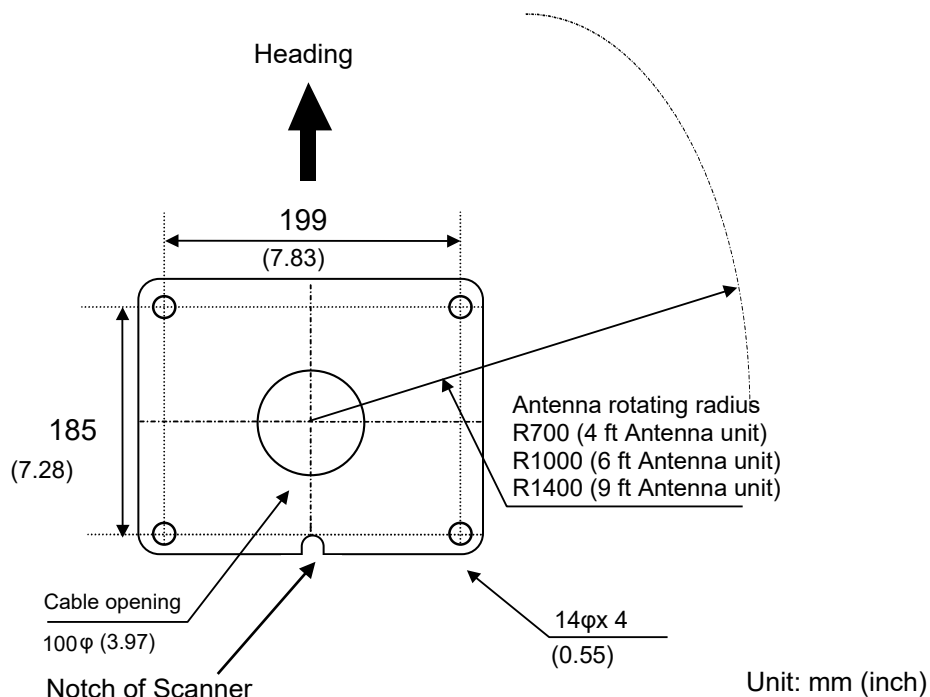


Figure 3.1 Plain view of mounting hole

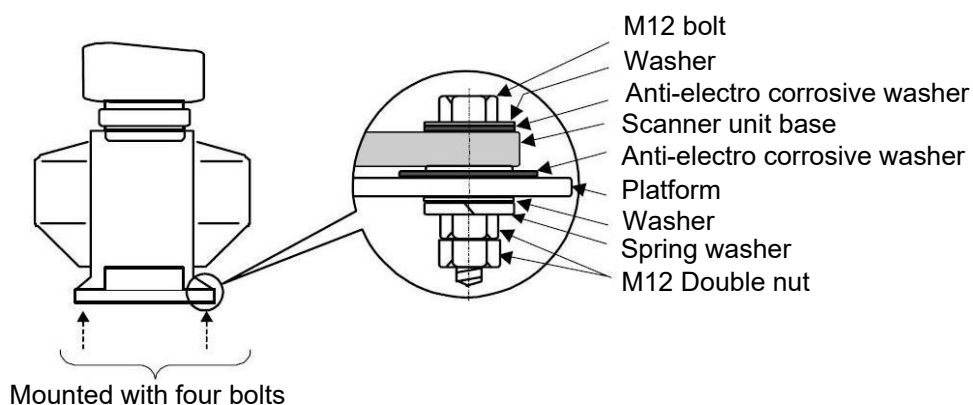


Figure 3.2 Assembly of Scanner unit base

3.1.2 Mounting 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.

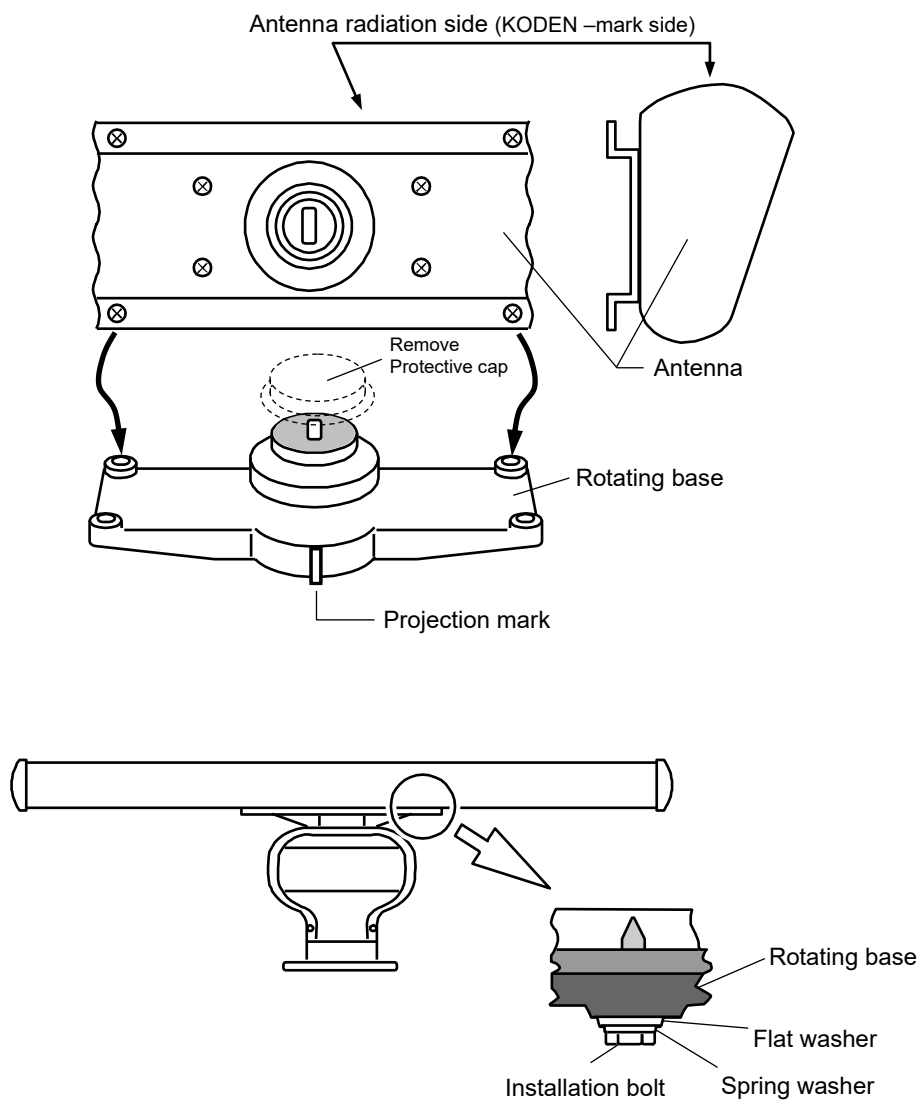


Figure 3.3 Antenna assembly to the rotating shaft

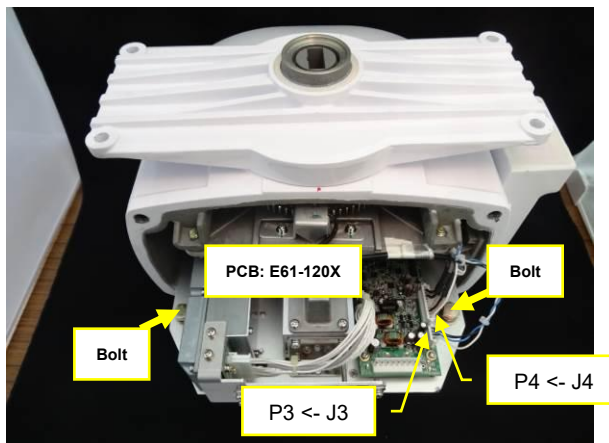
3.1.3 Installation of the connecting cable CW-845-xxM

3.1.3.1 MDC-7012P/7912P (Scanner unit RB808P)

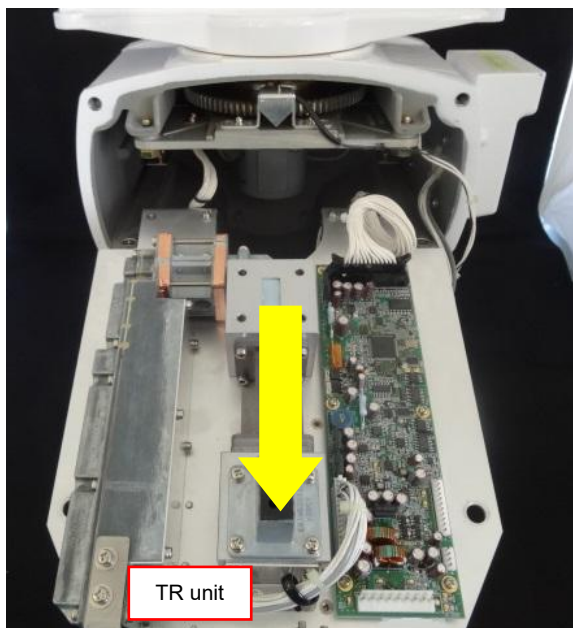
Make sure the radar system is turned off.



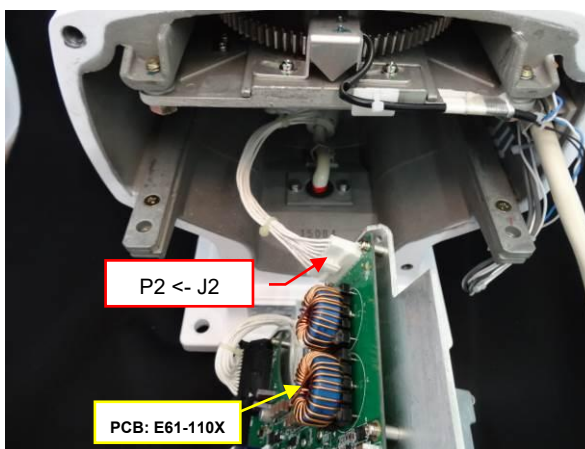
- 1) Remove back cover by loosening four fixing bolts.
(Tool: Wrench 13mm)



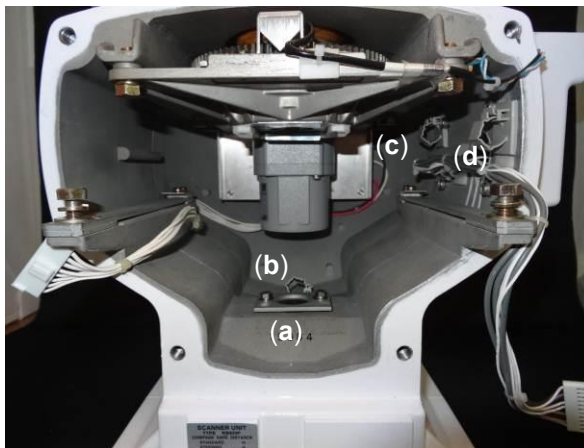
- 2) Disconnect connectors P3 and P4 from J3 and J4 [E61-120X].
Remove the two fixing bolts.
(Tool: Wrench 13mm)



- 3) Pull out the TR unit.

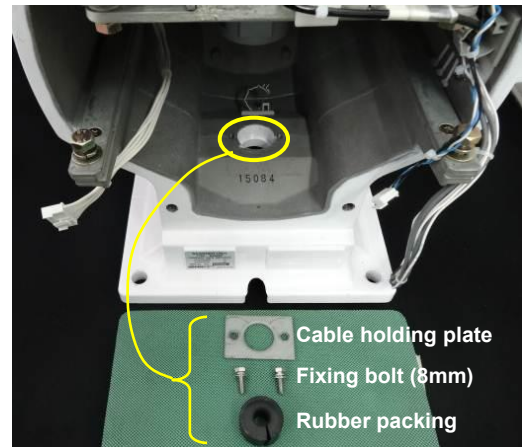


- 4) Disconnect connector P2 from J2 [E61-110X].



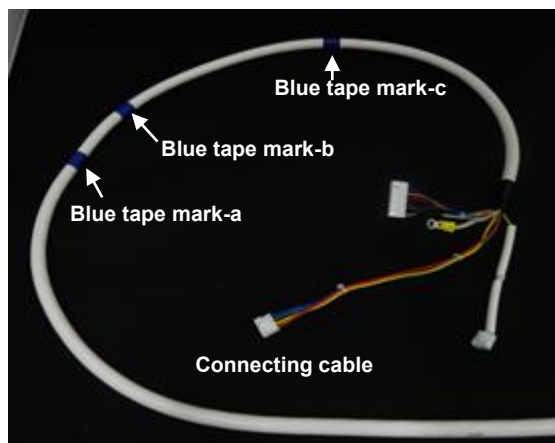
5) This picture is the view of the inside of the scanner unit housing.

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

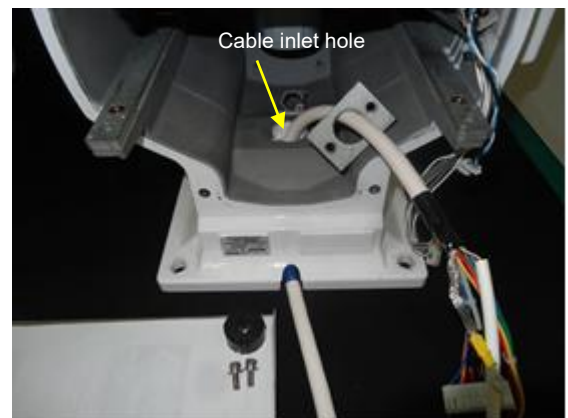


6) Remove two fixing bolts.
(Tool: Wrench 8mm)

Remove the cable holding plate and rubber packing.

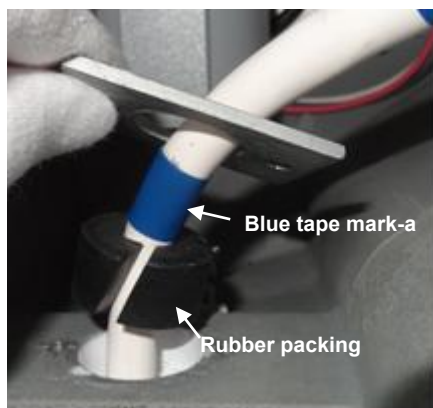


7) The connecting cable CW-845-xxM
Blue tapes are wound as a mark on the cable.



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

Guide the cable to the cable holding plate.



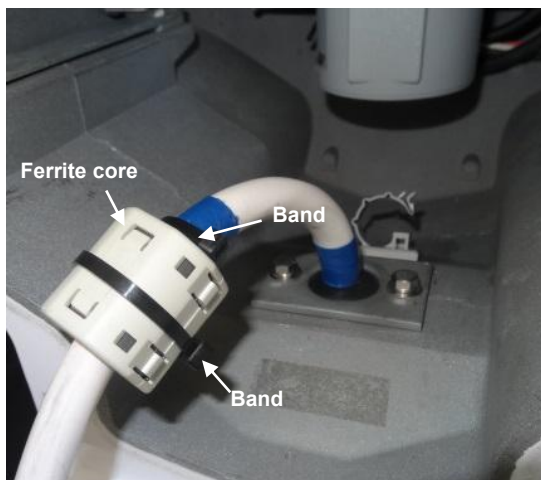
9) Attach rubber packing to the blue tape Mark-a.



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

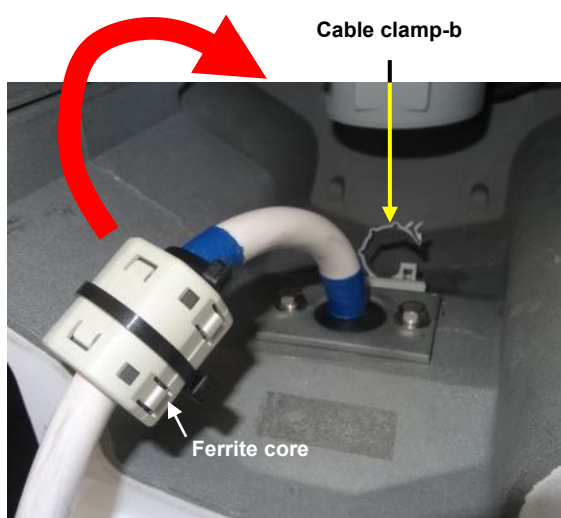


11) Attach the ferrite core to side of the blue tape mark-b.

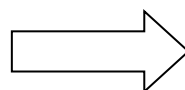


12) Secure the ferrite core in place by using provided bands.

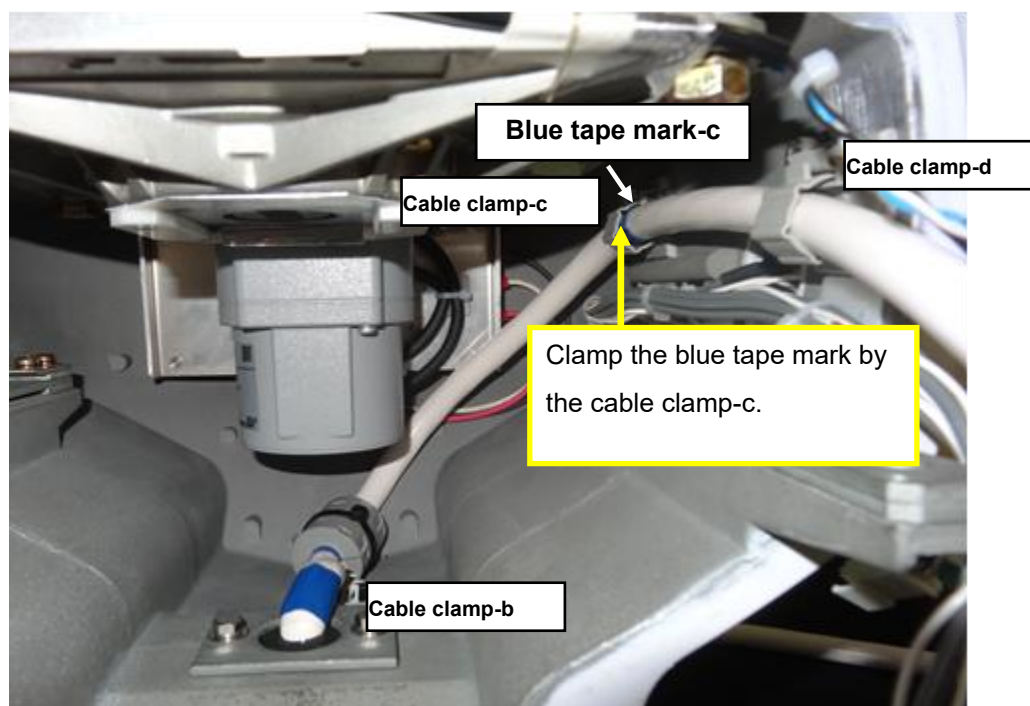
Note: The ferrite core and the bands are included with the installation material.



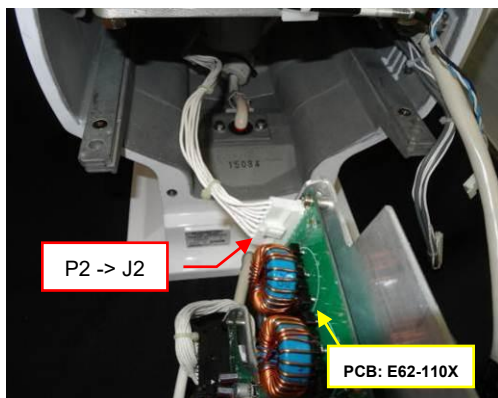
13) Tilt the cable with the ferrite core toward the cable clamp-b.



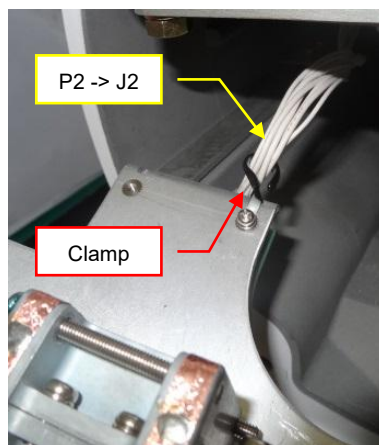
14) Clamp the cable by the cable clamp-b.



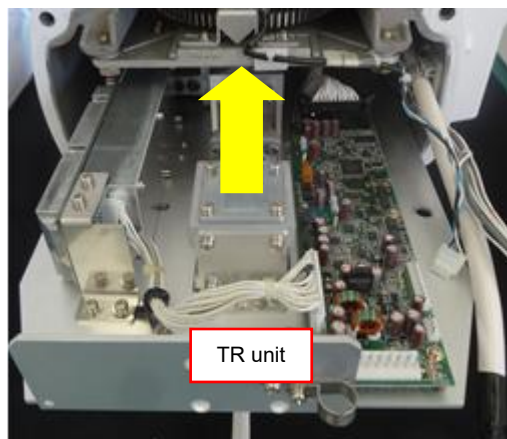
15) This picture is the view of the cable layout.
Clamp the blue tape mark-b by the cable clamp-b.



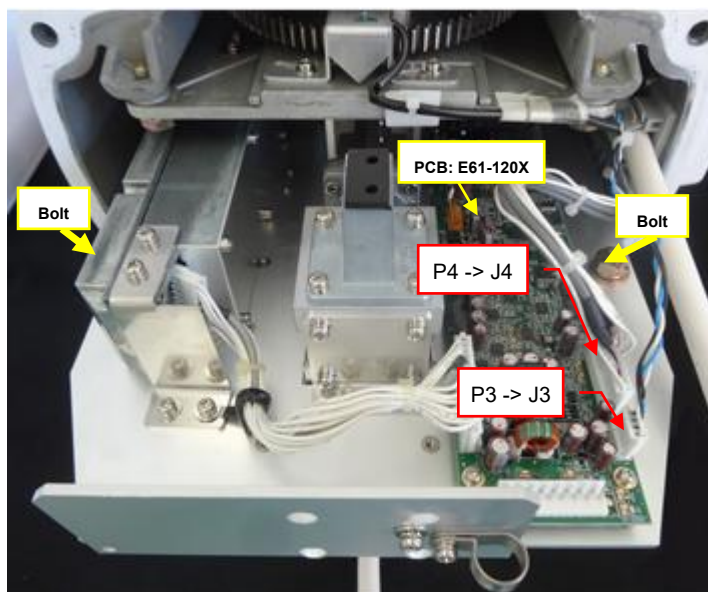
16) Connect connector P2 to J2
[PCB 62-110X].



17) Hook the P2 to J2 to the clamp.

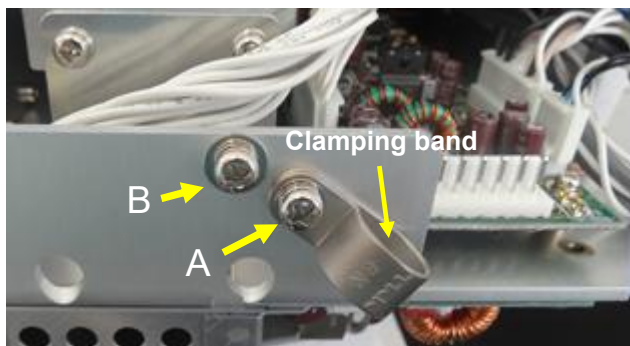


18) Insert the TR unit in the scanner
unit housing.

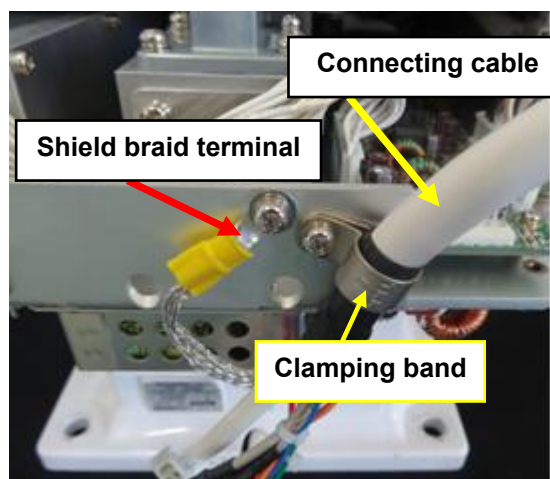


19) Connect connectors P3 and P4 to J3 and J4 [PCB
E61-120X]

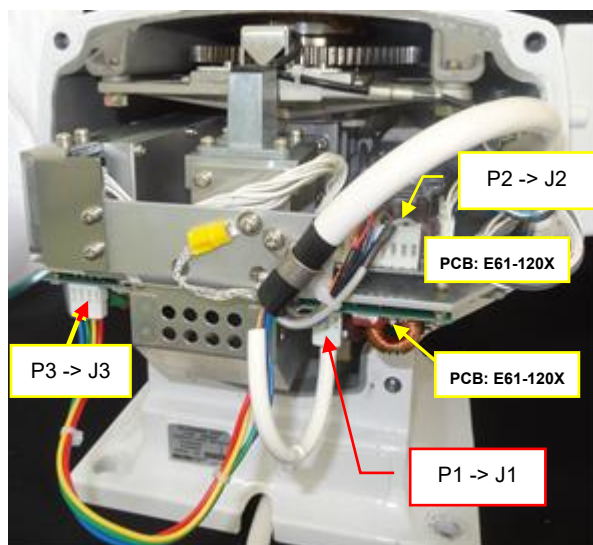
Fix the two fixing bolts.
(Tool: Wrench 13mm)



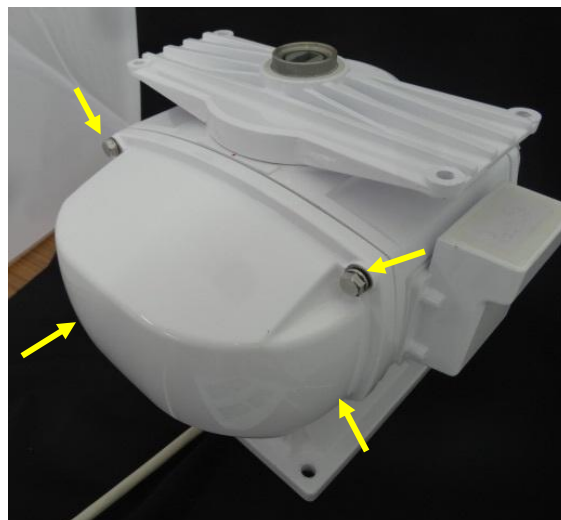
20) Remove the screw-A and the screw-B.



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)

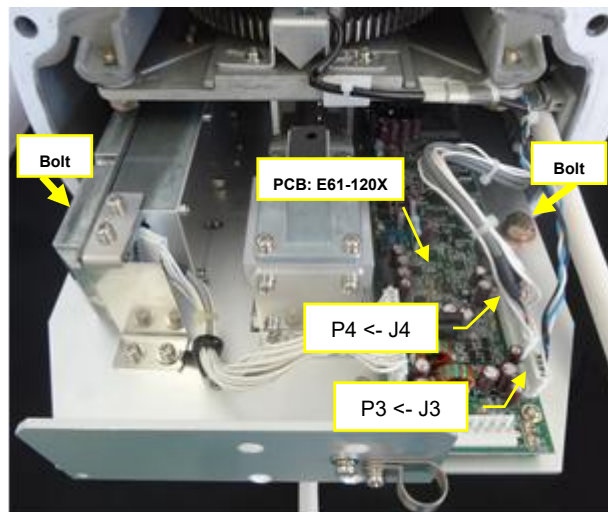
3.1.3.2 MDC-7025P/7925P (Scanner unit RB809P)

Make sure the radar system is turned off.



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

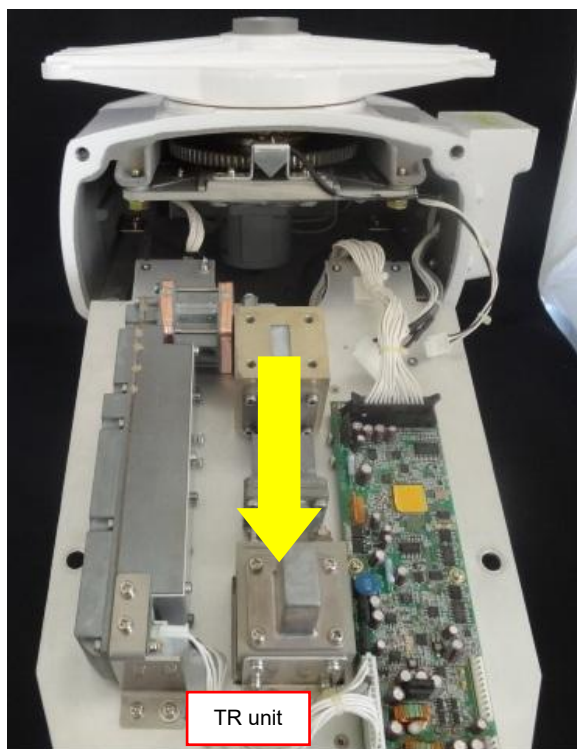
(Tool: Wrench 13mm)



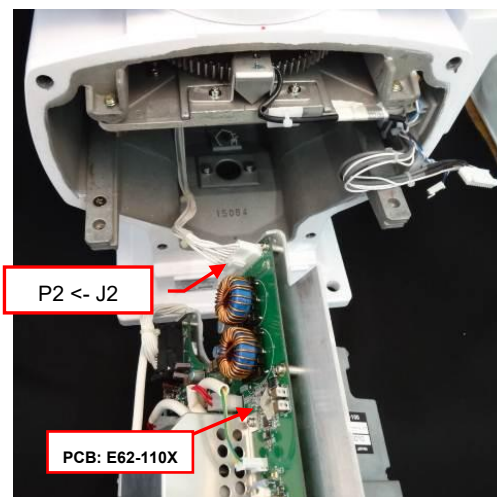
- 2) Disconnect connectors P3 and P4 from J3 and J4 [E61-120X].

Remove the two fixing bolts.

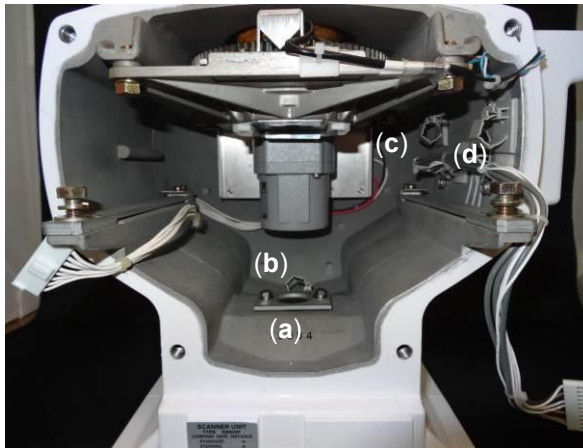
(Tool: Wrench 13mm)



- 3) Pull out the TR unit.

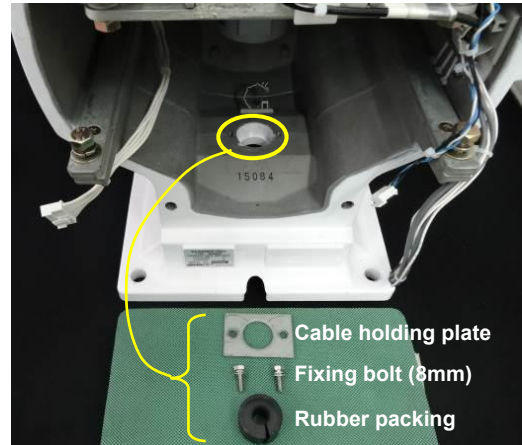


- 4) Disconnect connector P2 from J2 [E62-110X].



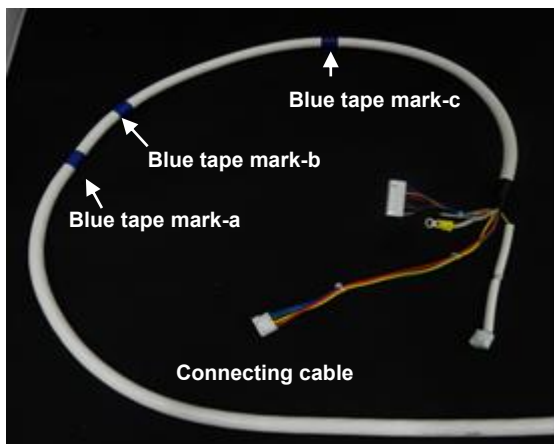
5) This picture is the view of the inside of the scanner unit housing.

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

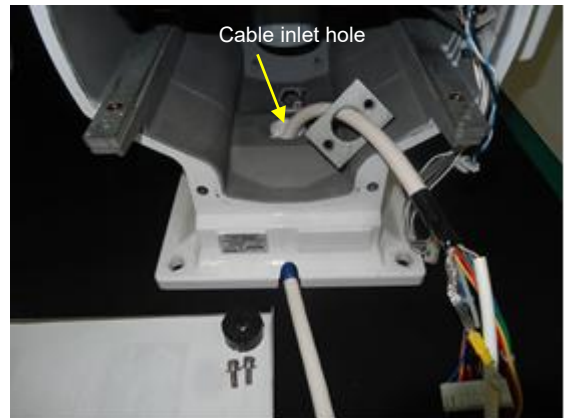


6) Remove the fixing two bolts.
(Tool: Wrench 8mm)

Remove cable holding plate and rubber packing.

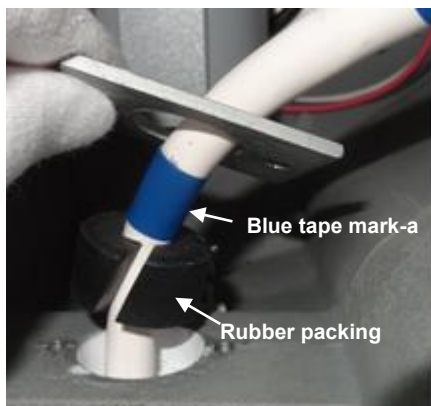


7) The connecting cable CW-845-xxM
Blue tapes are wound as a mark on the cable.



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

Guide the cable to the cable holding plate.



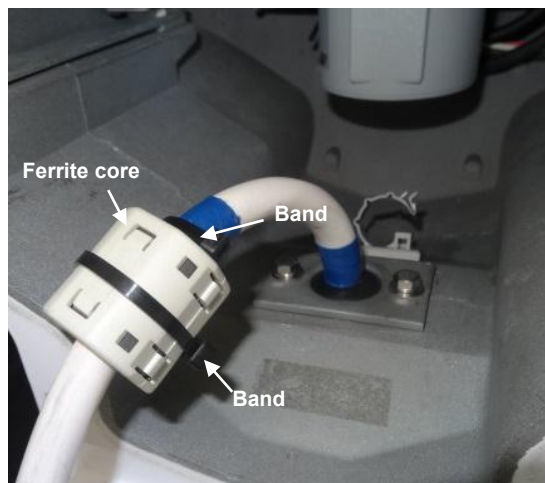
9) Attach rubber packing to the blue tape Mark-a.



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

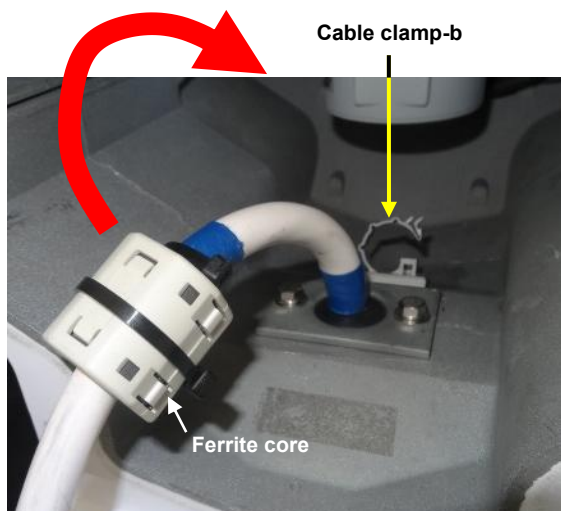


11) Attach the ferrite core to side of the blue tape mark-b.

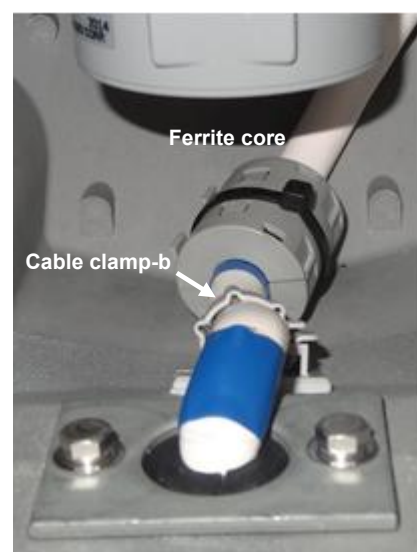
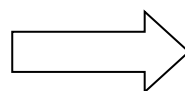


12) Secure the ferrite core in place by using provided bands.

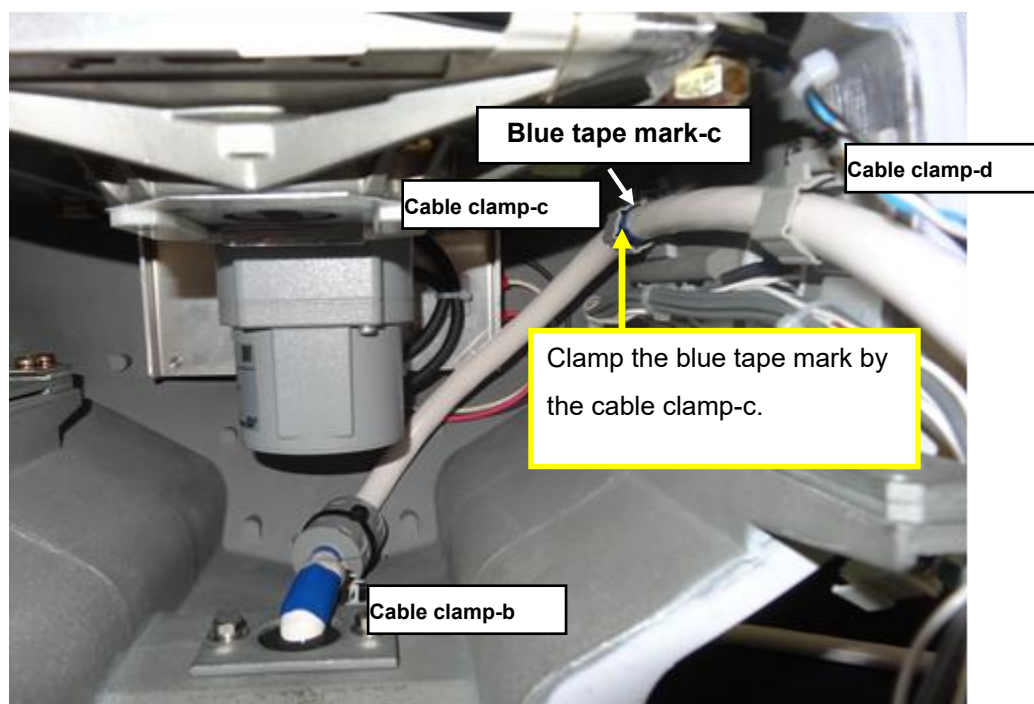
Note: The ferrite core and the bands are included with the installation material.



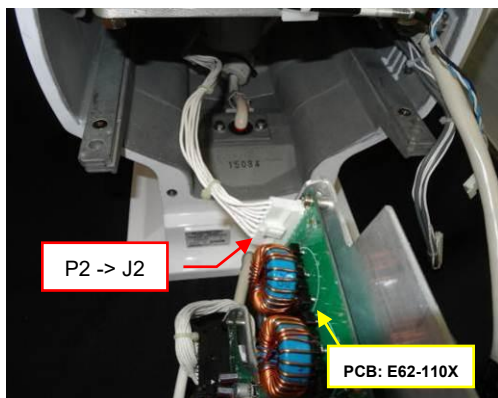
13) Tilt the cable with the ferrite core toward the cable clamp-b.



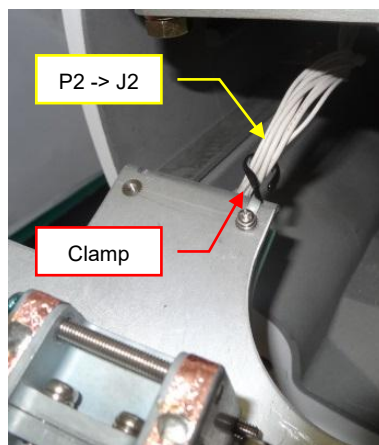
14) Clamp the cable by the cable clamp-b.



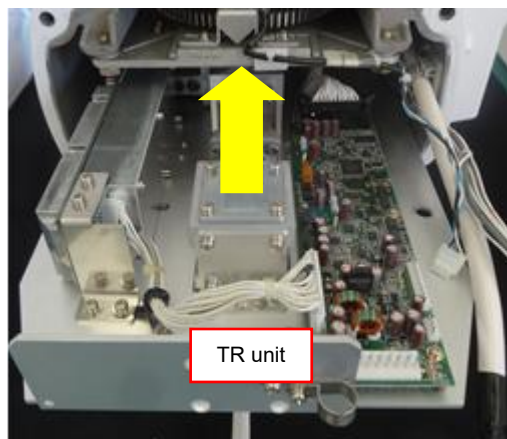
15) This picture is the view of the cable layout.
Clamp the blue tape mark-b by the cable clamp-c.



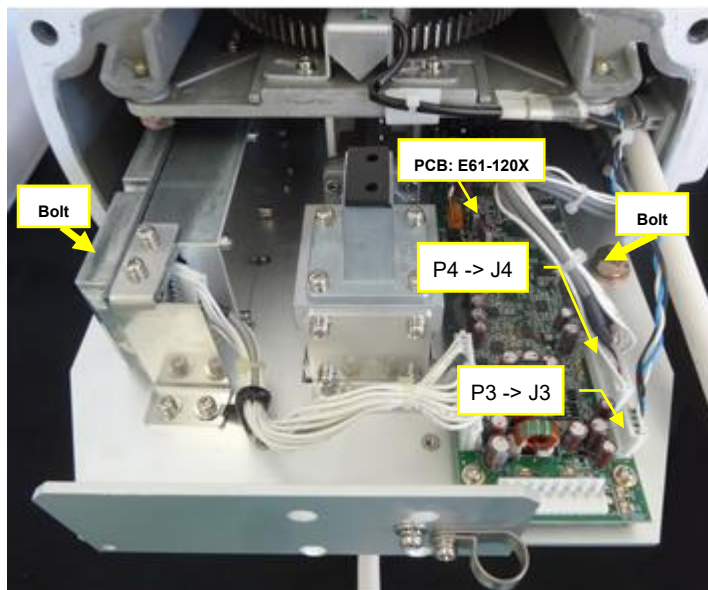
16) Connect connector P2 to J2
[PCB 62-110X].



17) Hook the P2 to J2 to the clamp.

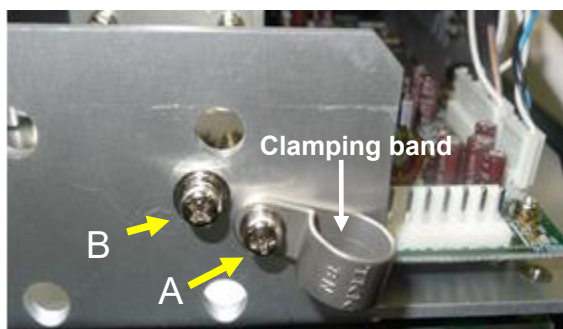


18) Insert the TR unit in the scanner
unit housing.

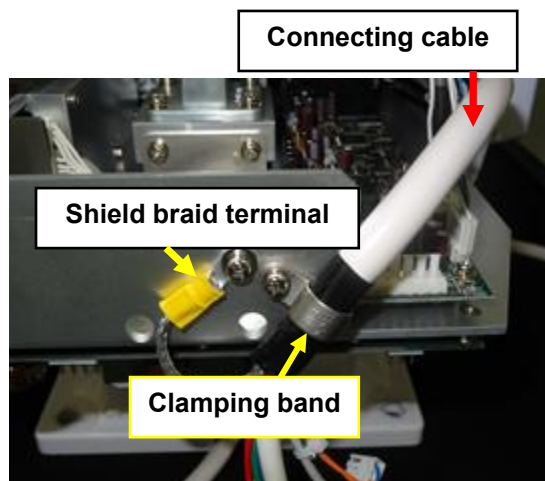


19) Connect connectors P3 and P4 to J3 and J4 [PCB
E61-120X]

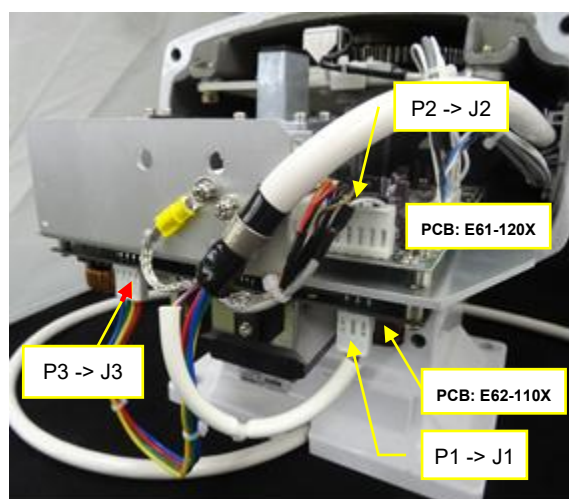
Fix the two fixing bolts.
(Tool: Wrench 13mm)



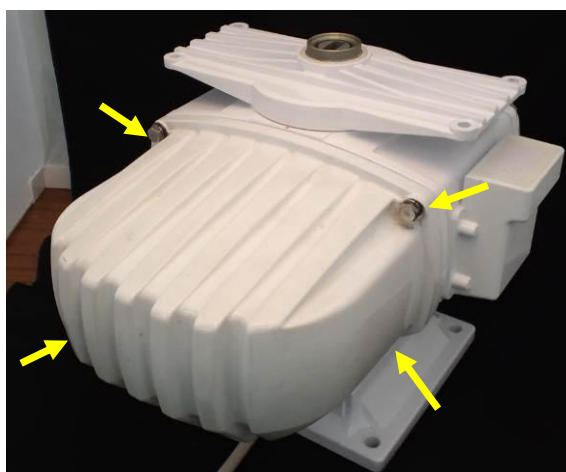
20) Remove screw-A and screw-B.



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

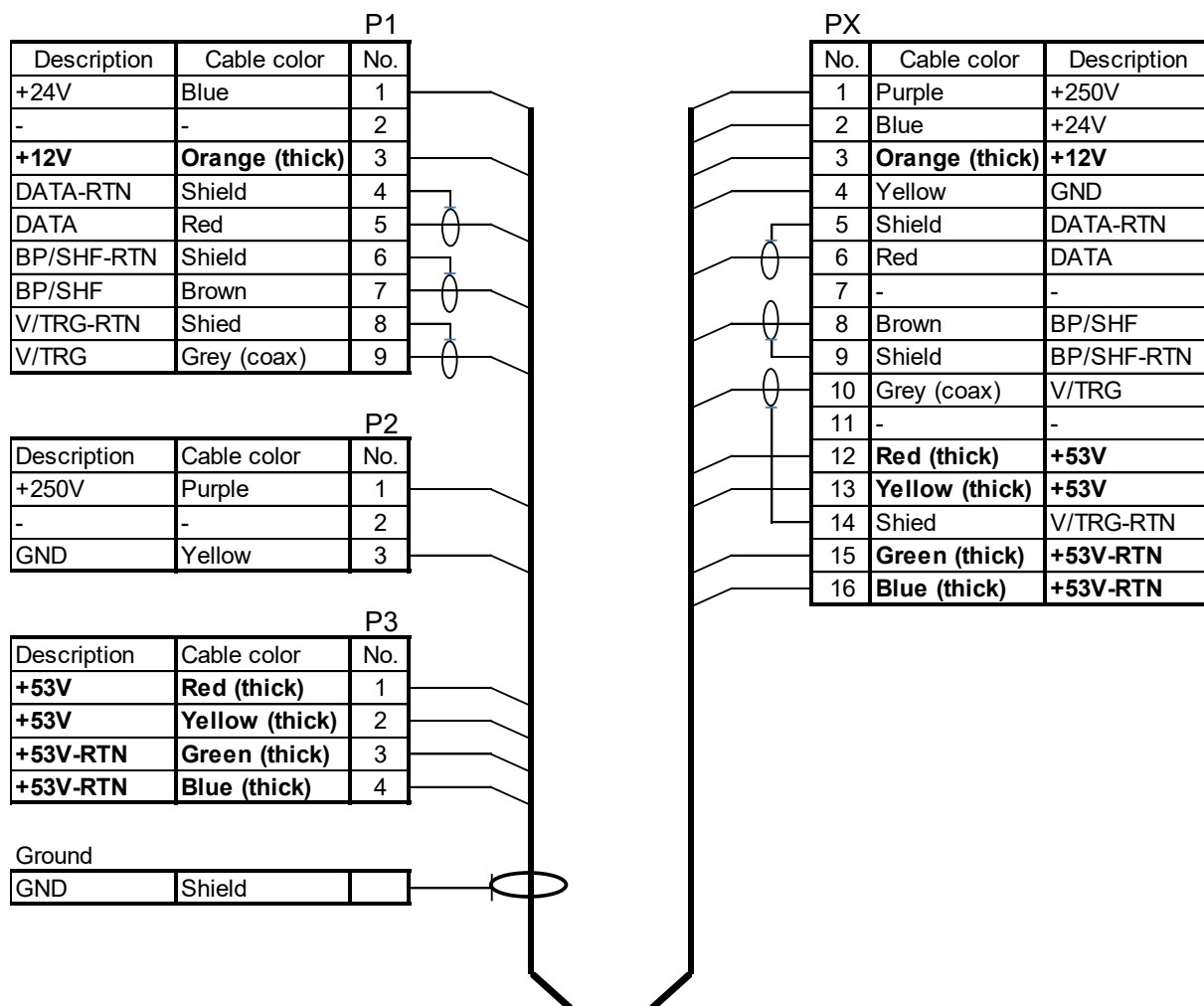


Figure 3.4 Interconnection of cable between Antenna-Scanner unit and Display unit

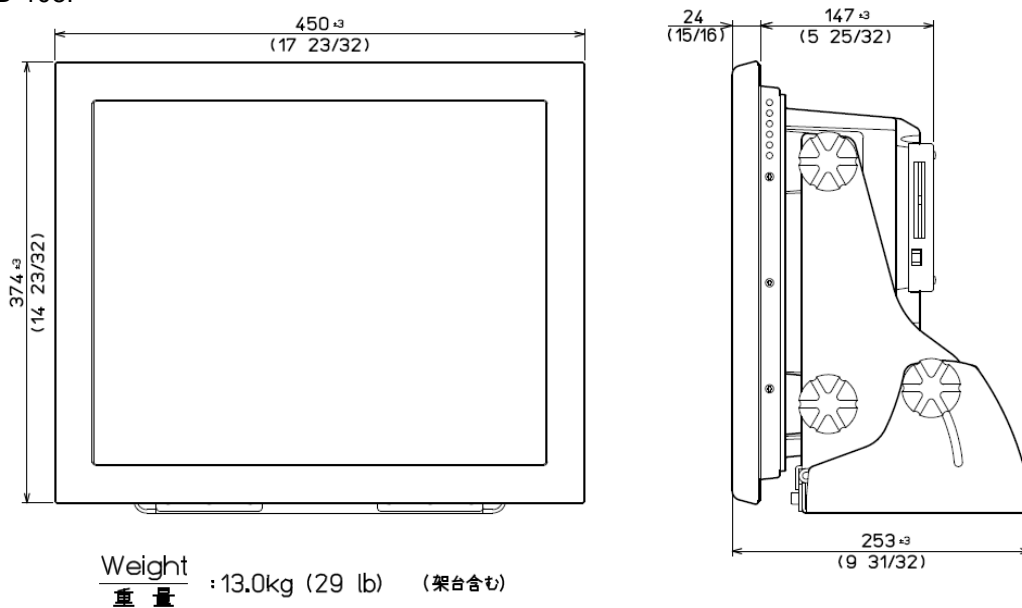
3.3 Installation of the Display unit

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

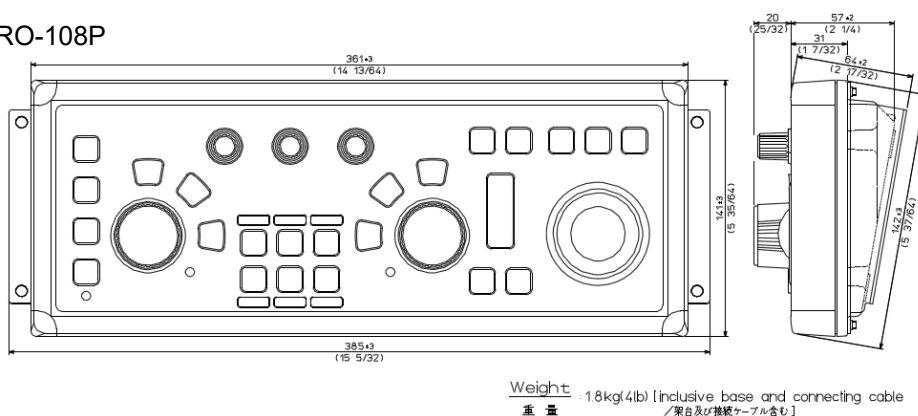
Install the Display unit so that when user is looking ahead, the lookout view is not obscured. The orientation of the Display unit should be such that the user is looking ahead. The lookout view should not be obscured and the ambient light should cause minimum degradation on the display.

External view and dimensions

MRD-108P

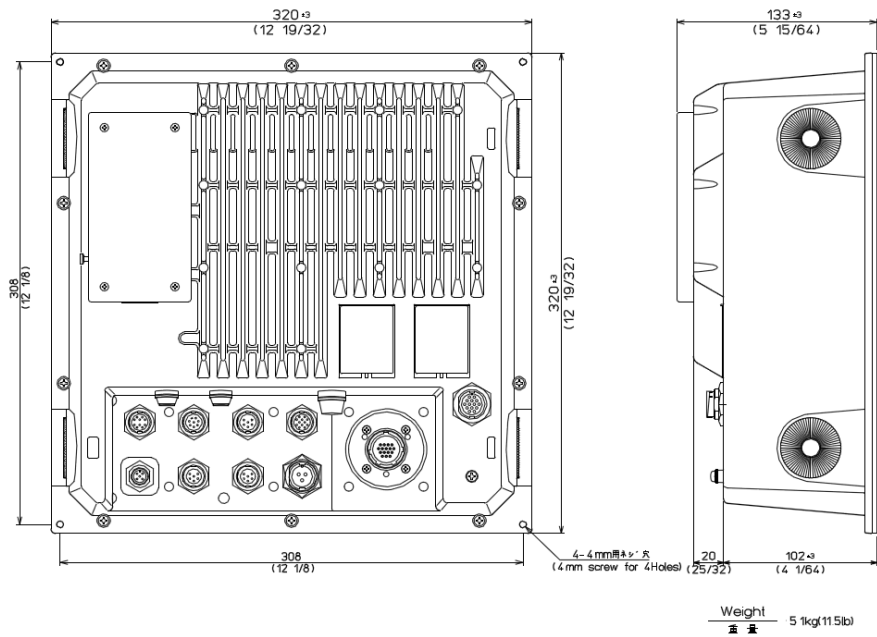


MRO-108P



Unit: mm (inch)

MRM-108P

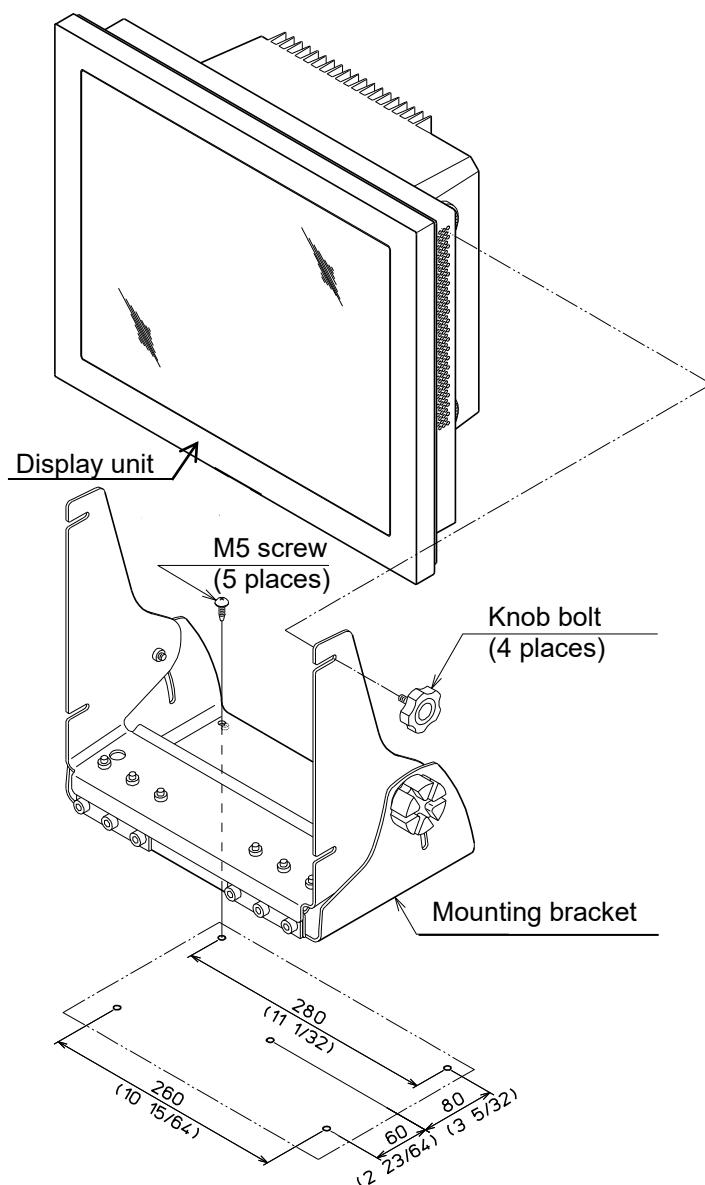


Unit: mm (inch)

3.3.1 Installation of MRD-108P

3.3.1.1 Tabletop mounting of MRD-108P

- (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)



Unit: mm (inch)

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.

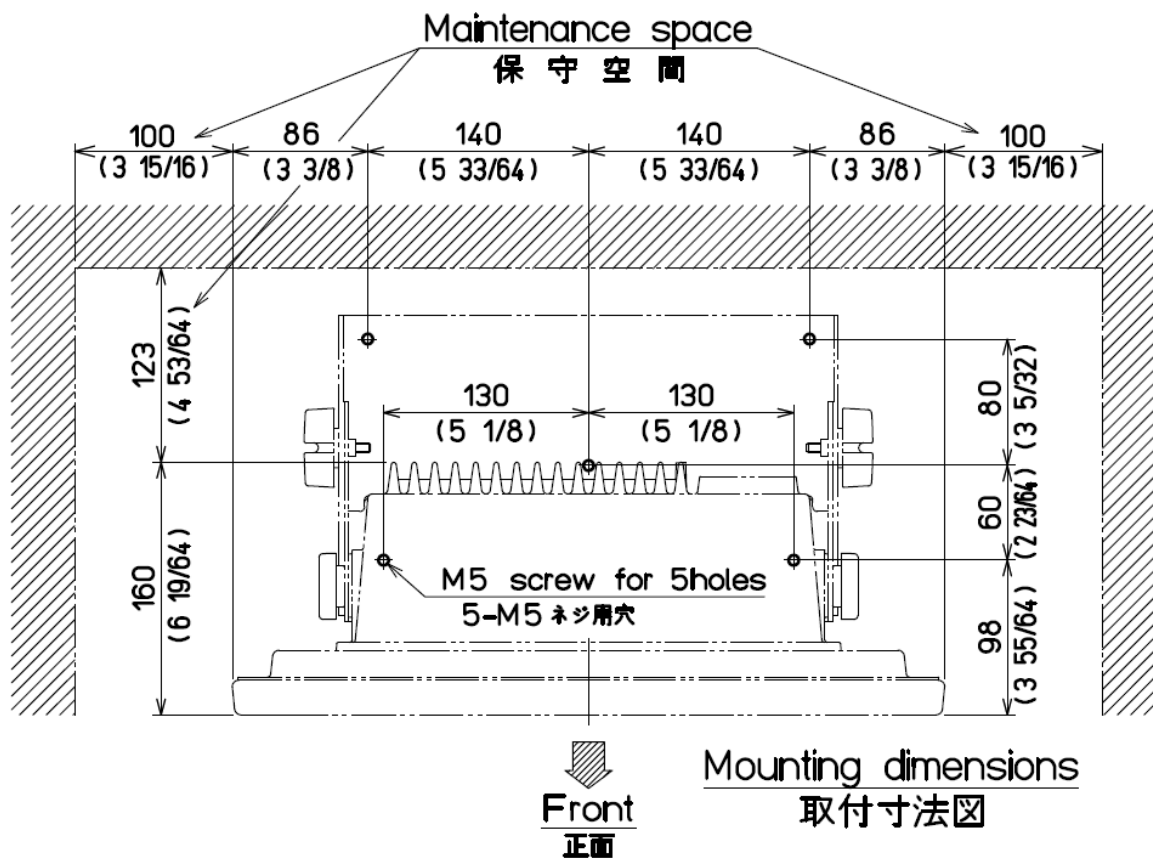


Figure 3.6 Maintenance space necessary for tabletop display

3.3.1.2 Flush Mounting for MRD-108P

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.

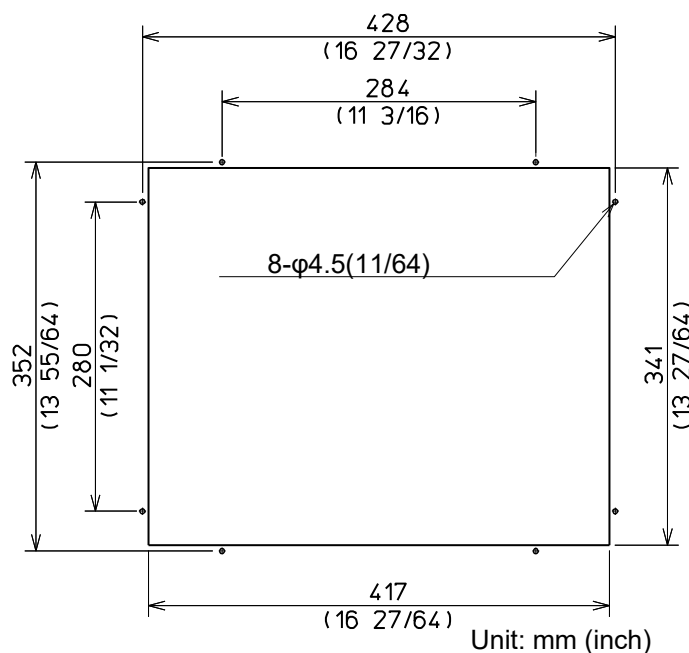


Figure 3.7 The opening and nut-holes for Display unit

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.

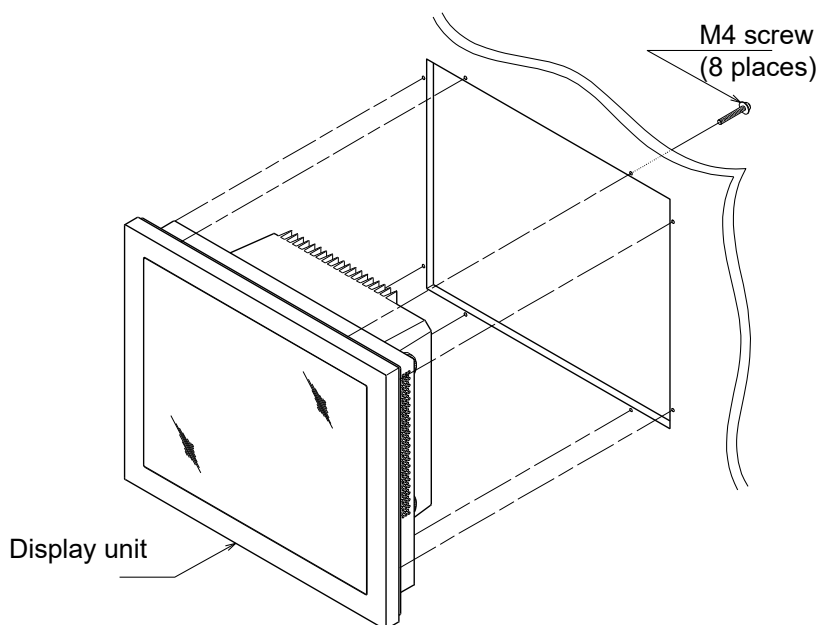


Figure 3.8 Flush-mount Installation

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.

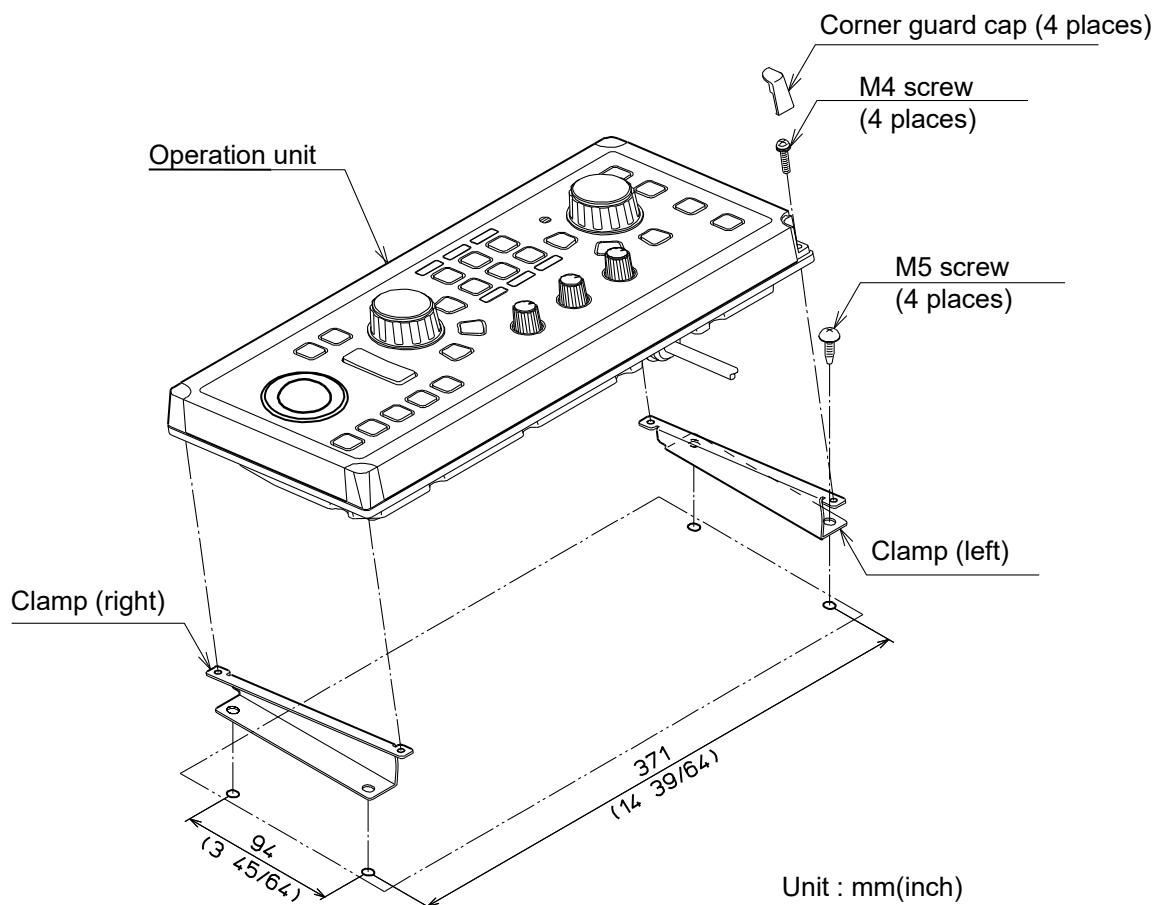
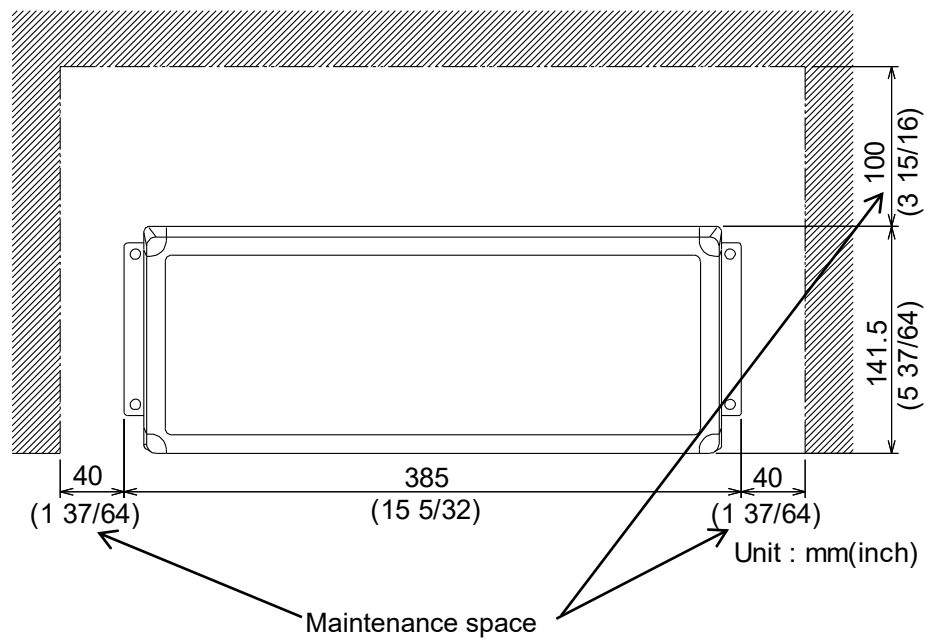


Figure 3.9 Installation of Operation unit

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

3.3.2.1 Flush mounting the 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.

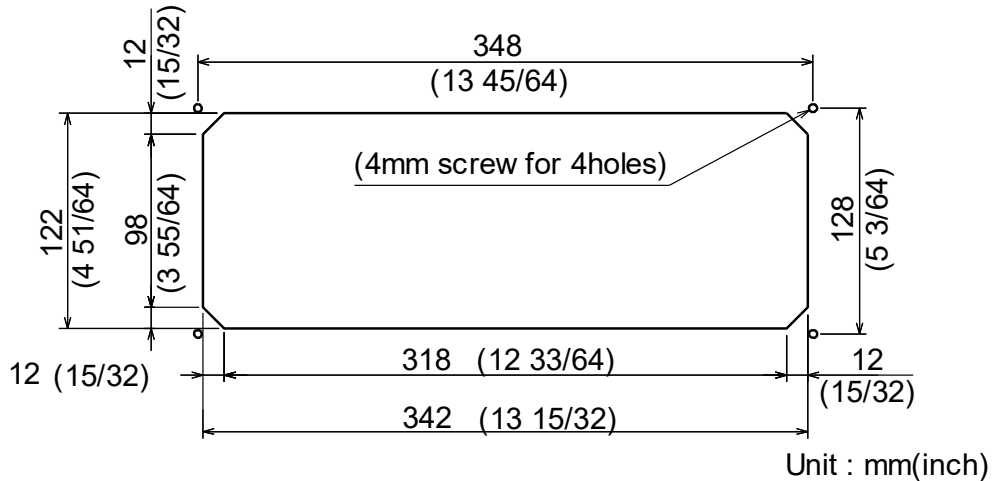


Figure 3.11 Cutout Daigram for Operation unit

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.

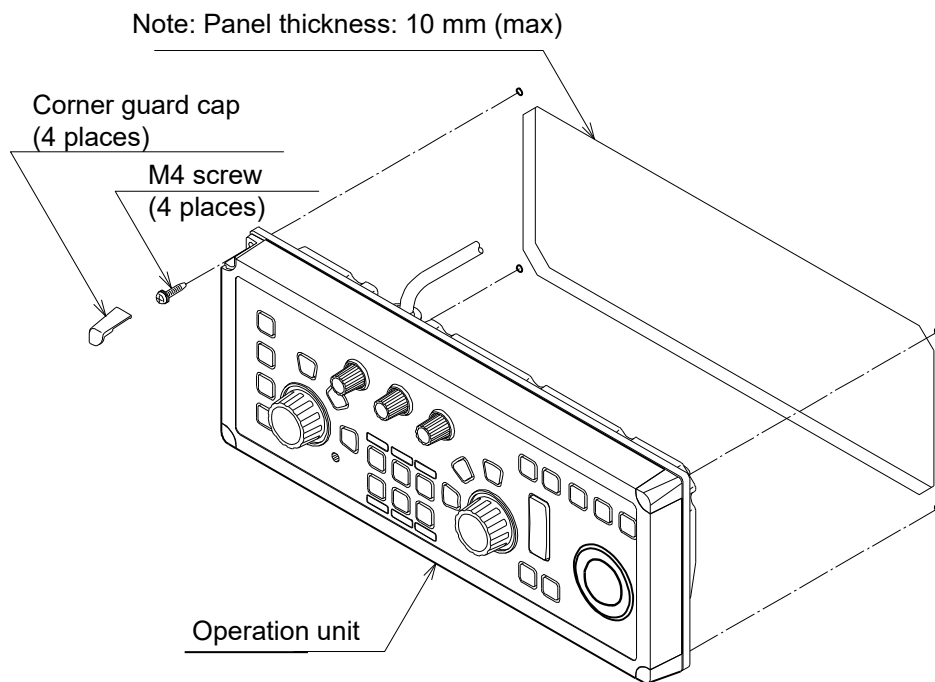


Figure 3.12 Flush Mounting of the Operation unit

3.3.3 Installation of MRM-108P

The Processor unit MRM-108P 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.

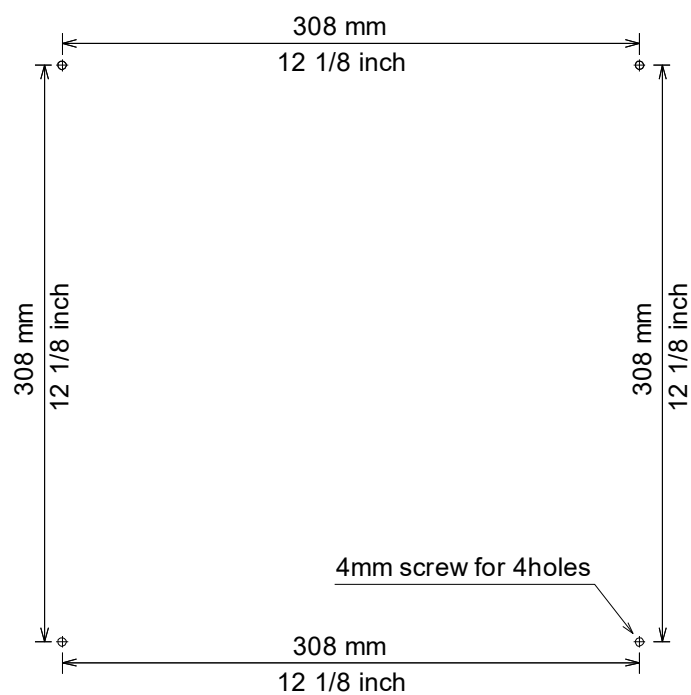
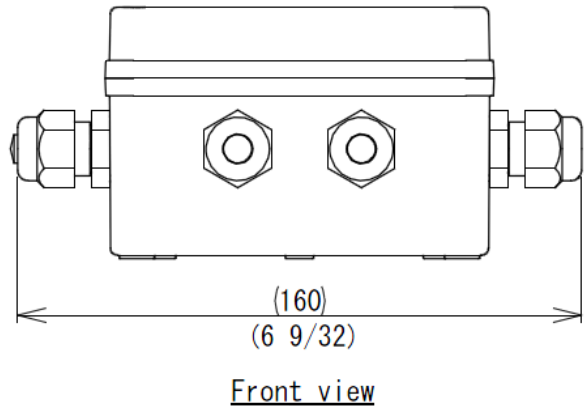
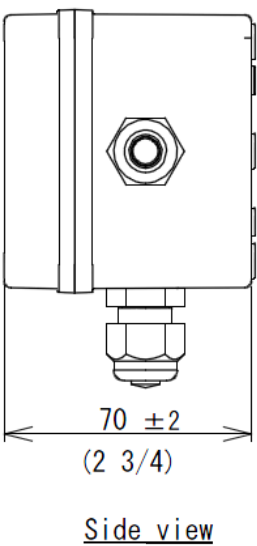
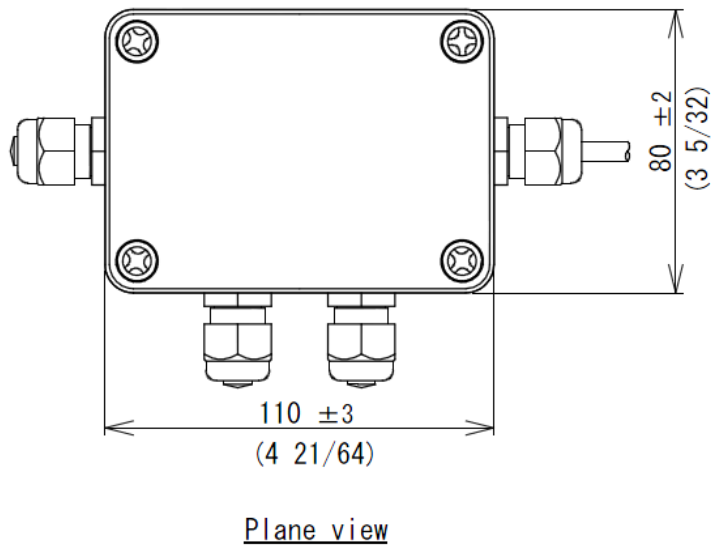


Figure 3.13 Holes for mounting a Processor unit

Note: Please set the menu of monitor size to use. Refer to “4.2.11 MONITOR SIZE”.

3.4 Installation of the JB-35 (Junction Box)

External view and dimensions



Unit: mm (inch)

Install the JB-35 at a place where there is no water drops, and enough maintenance space is available.

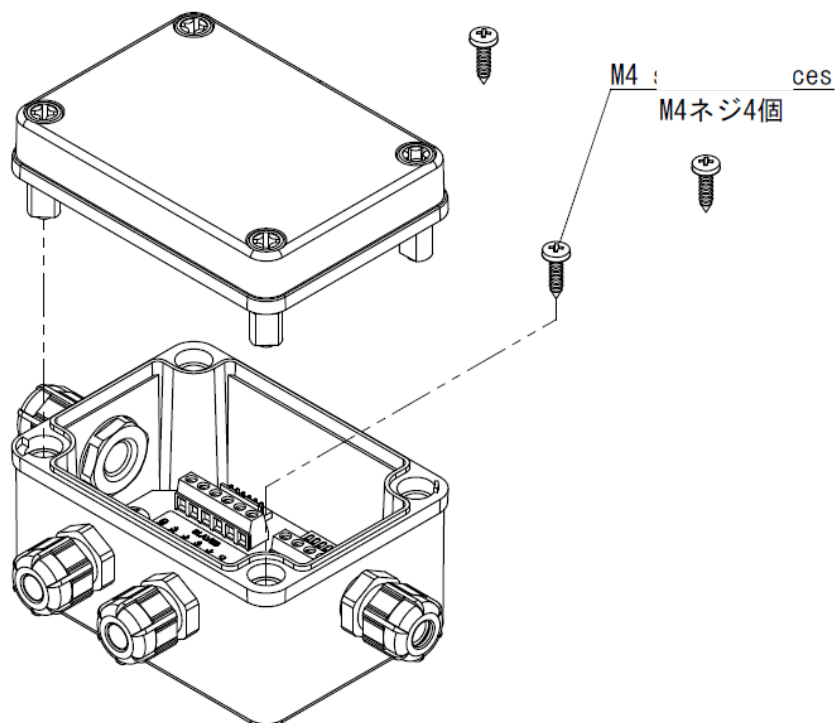


Fig. 3.14 External view of JB-35

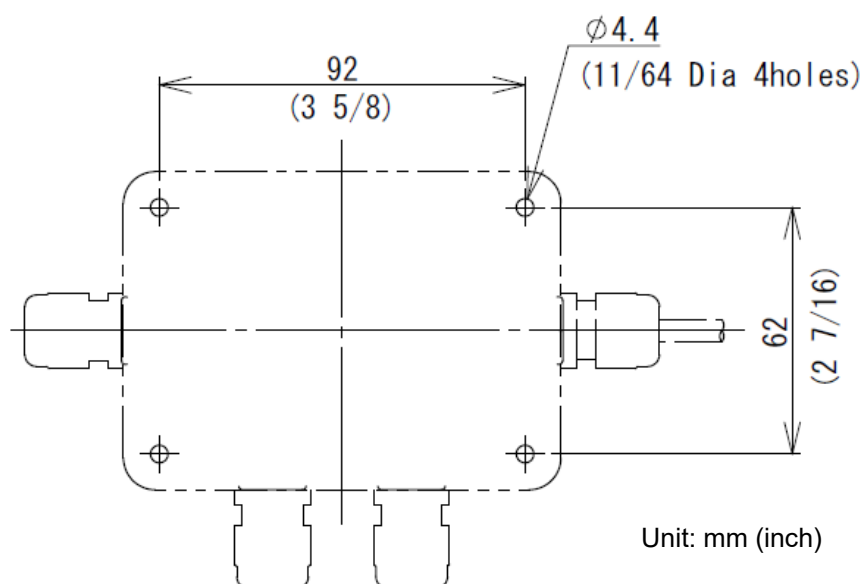


Fig. 3.15 Position of installation hole of JB-35

3.5 Cable connection to a Display unit

3.5.1 Cable connection for MRD-108P

Attach cables from an Antenna-Scanner unit, power source and Operation unit, to corresponding receptacles as shown in Figure 3.16.

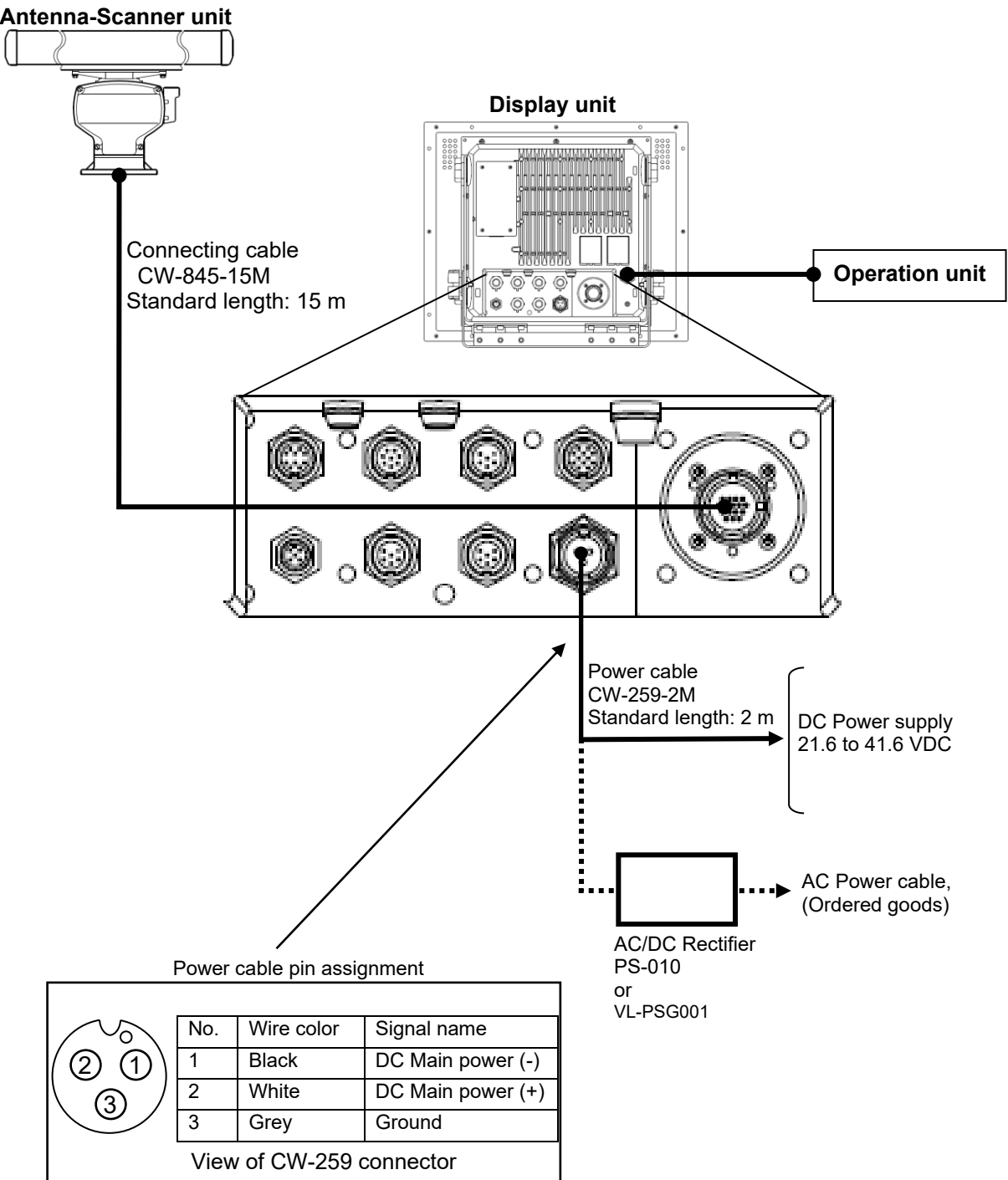


Figure 3.16 Cable connections for standard configuration of MRD-108P Display unit

3.5.2 Connecting an external monitor

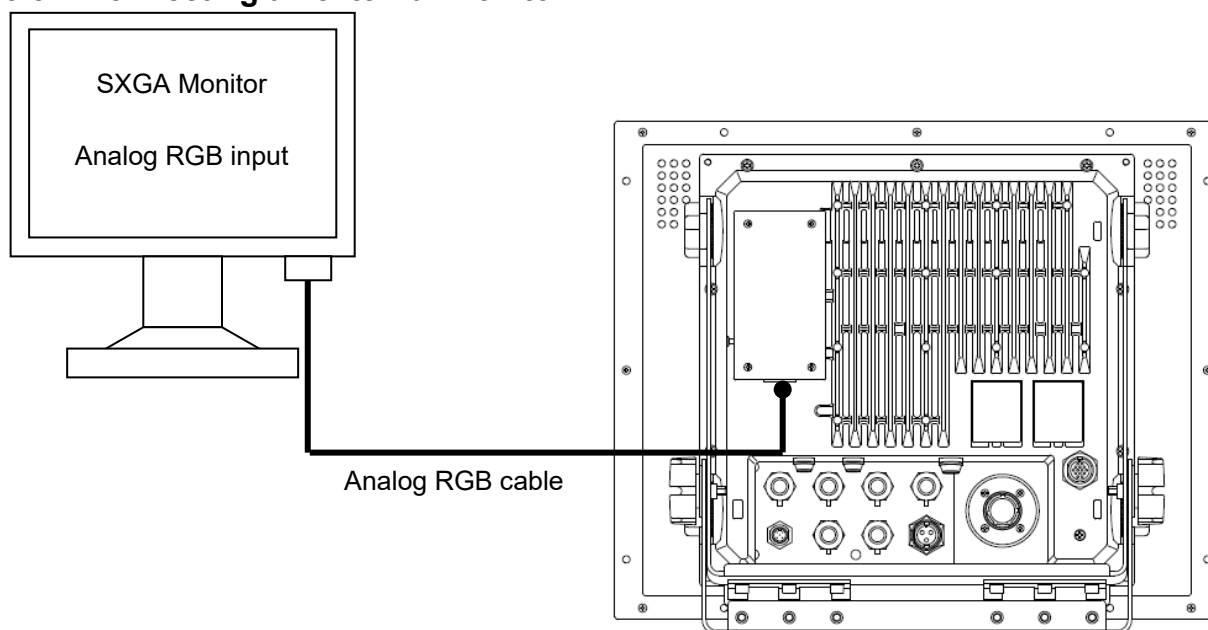


Figure 3.17 Cable connection of Display unit to ext. monitor

3.5.3 Connecting a VDR or External monitor & Failure alarm output

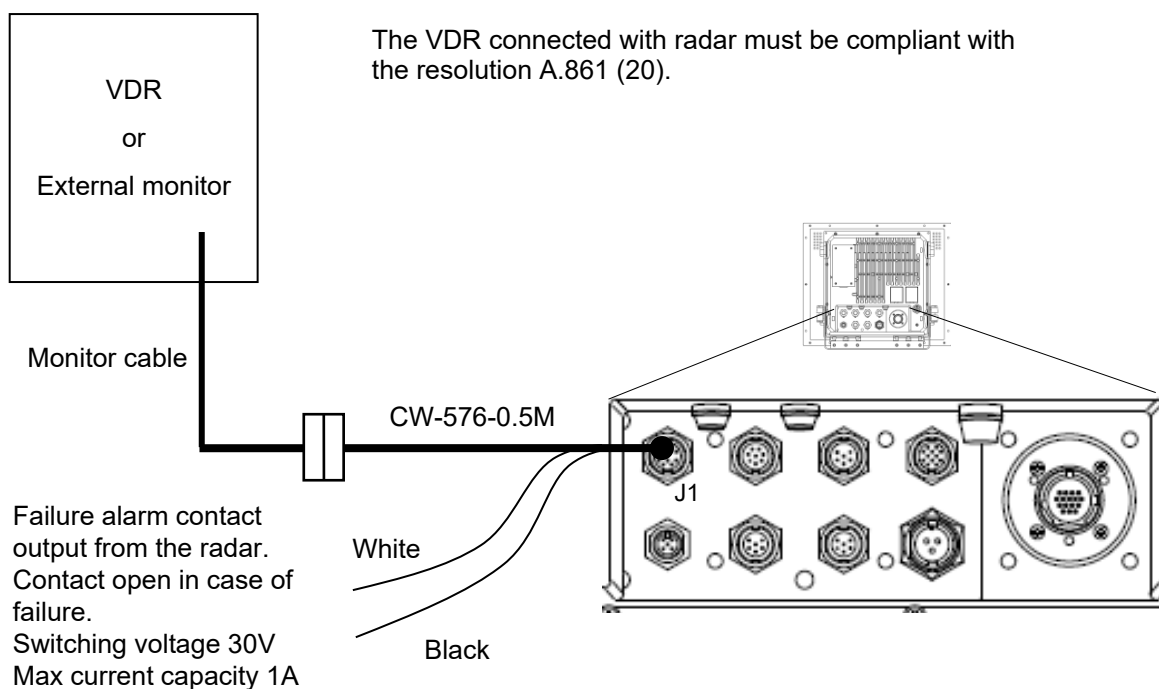


Figure 3.18 Cable connection of Display unit to VDR and Alarm output

3.5.4 Connecting a Gyro converter unit or THD

The THD connected with radar must be compliant with resolution MSC.116 (73).

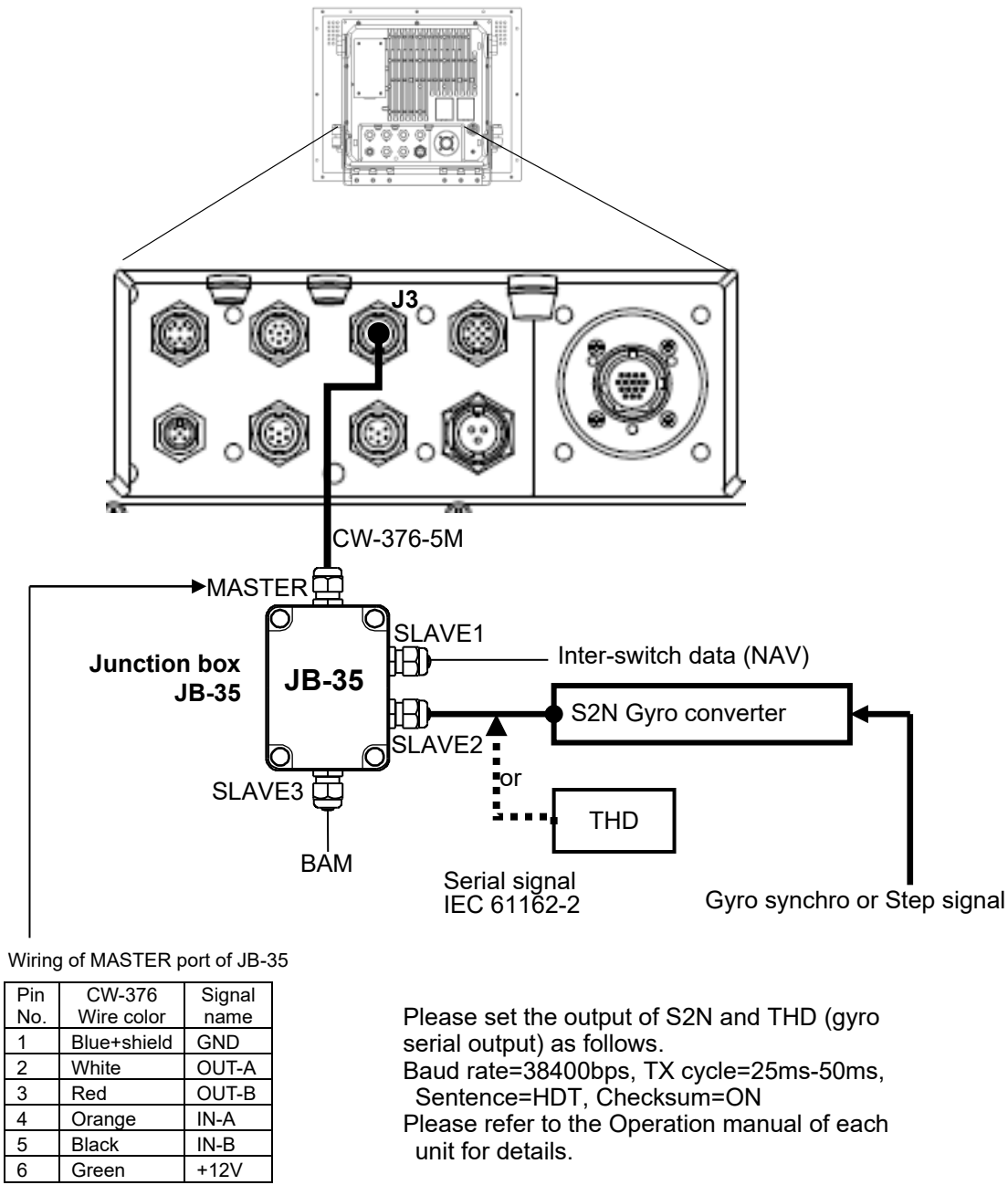


Figure 3.19 Cable connection of Display unit to Gyro converter unit or THD

Note: It is necessary to set [JB-35 SET] menu to use JB-35. Refer to “4.3.10 Setup JB-35”.

3.5.5 Connecting a Junction box JB-35 to Gyro, BAM and Inter-switch data

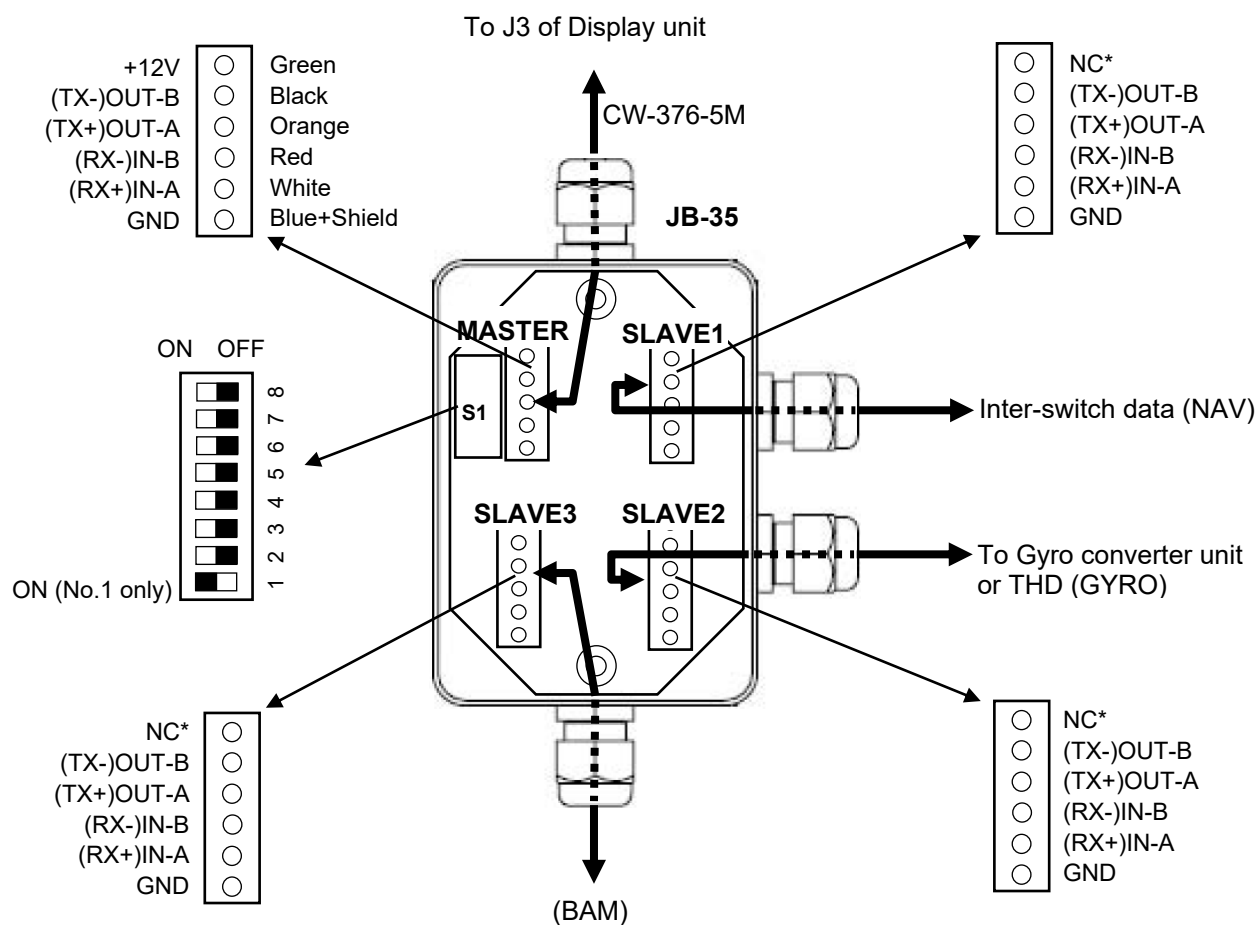


Figure 3.20 Cable connection of JB-35 to Gyro converter unit or THD

* Ensure not to connect any cable to NC pin of SLAVE1 (NAV), SLAVE2 (GYRO) and SLAVE3 (BAM).

Note: It is necessary to JB-35 to operate initialization menu. Refer to "4.3.10 Setup JB-35".

3.5.6 AIS cable connection

The AIS connected with radar must be compliant with the resolution A.917 (22).

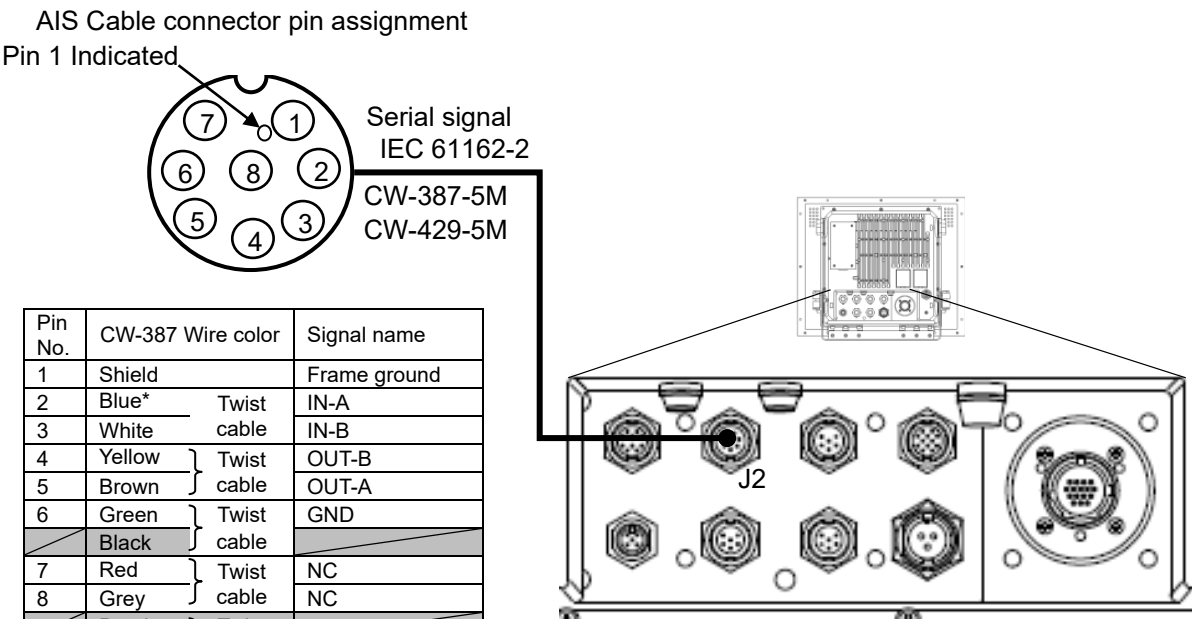


Figure 3.21 AIS cable connection

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

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

3.5.7 Cable connection for EPFS and SDME or Log

The device connected with radar must be compliant with the following resolutions.

- SDME: Resolution MSC.96 (72)
- GPS: Resolution MSC.112 (73)
- DGPS: Resolution MSC.114 (73)
- AIS: Resolution A.917 (22)

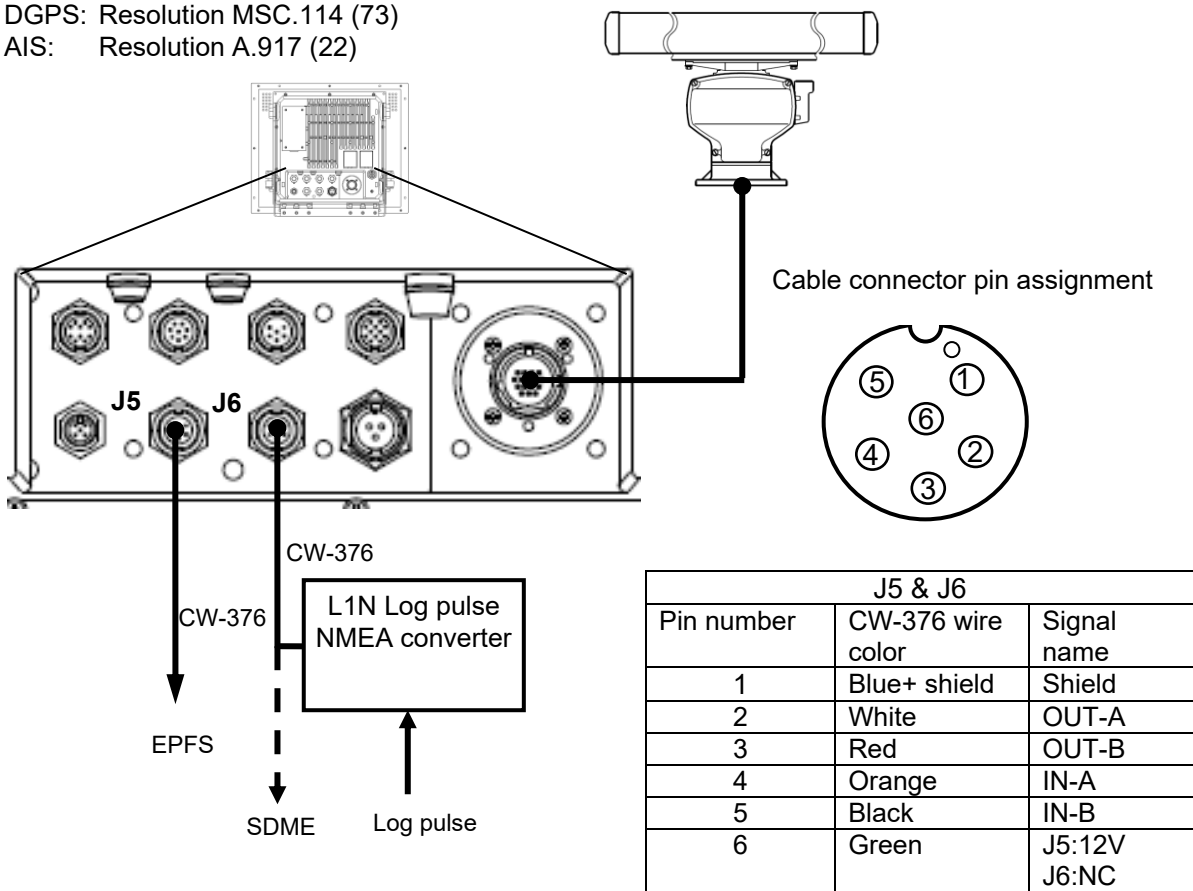


Figure 3.22 Cable connection for EPFS and SDME or Log

COG/SOG by dual axis LOG and EPFS should comply with requirements of IMO Resolution MSC96 (72).

An initial value of the I/O format of the port is as follows.

- NAV port (J3): IEC61162-2
- EPFS port (J5): IEC61162-1
- SDME port (J6): IEC61162-1

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

The sentence input to these ports is shown below.

- Position information: GGA, GLL, GNS
- Heading information: THS, HDT
- Speed information: VBW, VTG, VHW
- Set and drift: VDR
- Waypoint information: RMB, BWC
- Routes: RTE, WPL
- Cross-track: RMB, XTE
- Datum: DTM
- Depth: DBT, DPT
- Temperature: MTW
- Date: ZDA

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 EPFS and SDME ports, the transmission cycle is set at 0 seconds and not output 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

3.5.8 Cable connection for inter-switch

3.5.8.1 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.

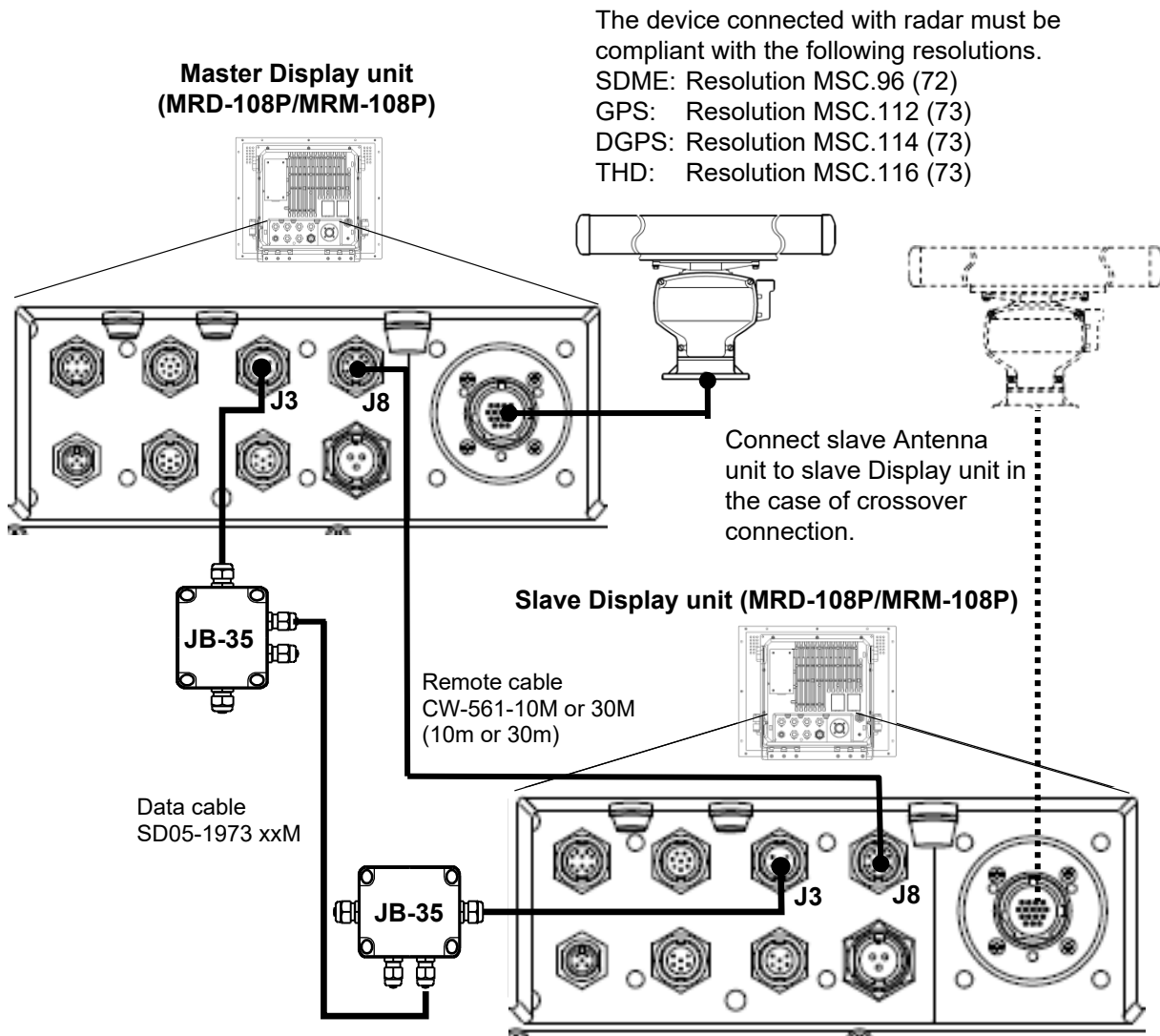


Figure 3.23 Connecting a slave Display unit on Crossover, dual and independent connection

- (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 remote 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-108P) is required for MRD-108P.

3.5.8.2 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.

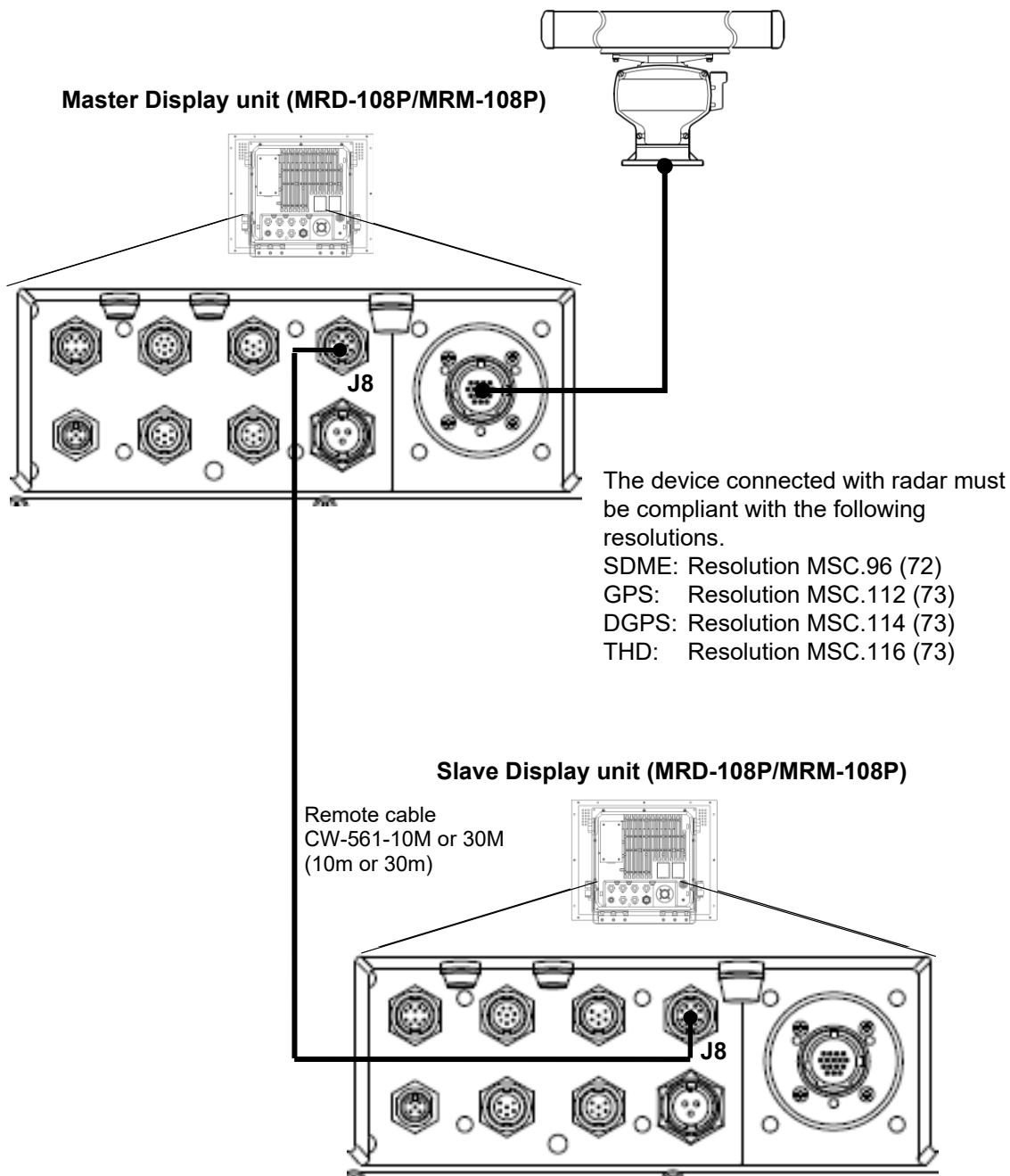


Figure 3.24 Connecting a slave Display unit as a monitor

- (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-108P) is required for MRD-108P.

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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 or the mast. The indication "Under the radar coordination, do not touch the Operation unit." is marked on the Display unit.

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

Note: [MAINTENANCE] menu is not displayed in initial status. Refer to "4.1 Display [MAINTENANCE] menu".

STARTUP	TUNE, HL OFFSET, TX DELAY, ANT HEIGHT, ANT CABLE, MBS, SEA CURVE, FUNCTION KEY, RANGE ENABLE, TIMES ENABLE, MONITOR SIZE, FERRY MENU
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.
PASSWORD	Setup password.
PM	Setup performance monitor.
RX	
TX	
SYSTEM	
TUNE	
CALIBRATION	
VERSION	Confirmation of installed software version.

4.1 Display [MAINTENANCE] menu

[MAINTENANCE] menu is not displayed in initial status.

- (1) Press **MENU** key to display "Menu".
Select [SYSTEM] => [PROTECT MENU] => [ON], and press **ENT** key.
- (2) [PROTECT MENU xxxx] => turn trackball to right, [Set password (xxxx)], and press **ENT** key.

Initial password value [xxxx]: [0000]

Menu display disappears once after correct password is input. Press **MENU** key once again to use "Menu".

4.1.1 How to change protected menu PASSWORD

After [PROTECT MENU] => [ON], select [MAINTENANCE] => [PASSWORD] =>

[Input new PASSWORD], and press **ENT** key.

Selection values: 0000 to 9999

4.2 STARTUP menu

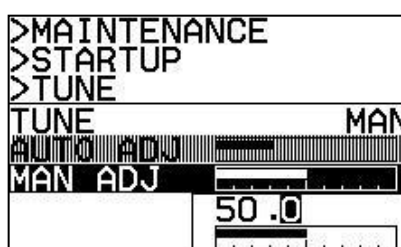
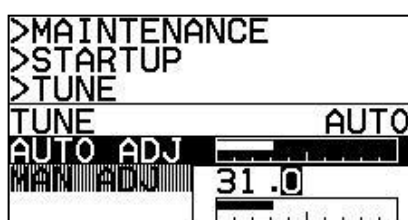
4.2.1 Tune adjustment (TUNE)

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: When the adjustment of tune, be sure to set GAIN, SEA and RAIN at **MAN**, and set PROCESS at **OFF**.

- (1) Change the range scale to 12 NM or more by pressing "+" (or "-") key on the Operation unit. Find stable object such as the mountain or island of 6 NM or more 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.



4.2.2 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.

4.2.3 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.

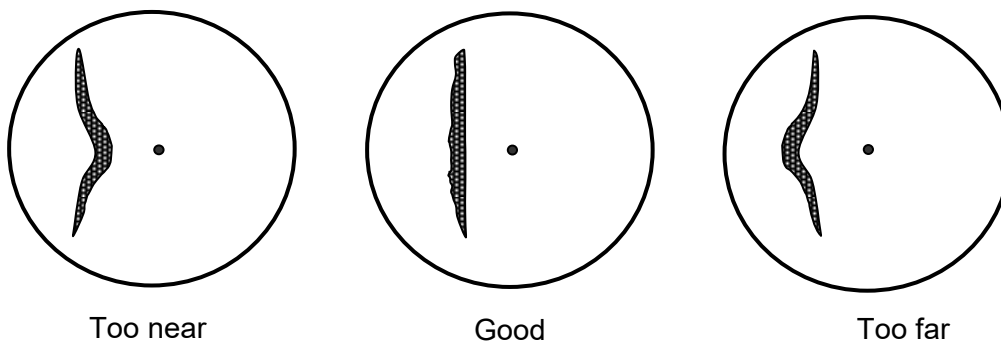


Figure 4.1 Picture display of Trigger Adjustment

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.

4.2.4 ANT height

Setup the antenna installation height from sea level.

- (1) Press **[MENU]** key to display “Menu”.
Select [MAINTENANCE] => [STARTUP] => [ANT HEIGHT] => and set antenna height by moving the trackball, then press **[ENT]** key to save the setting.
Setting value: 0 to 100 m

4.2.5 ANT cable

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

Inproper 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 of each antenna. These setting data are memorized in non-volatile memory, and applied automatically when each antenna is selected.

4.2.6 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.

Adjustable value: 0.000 to 2.000

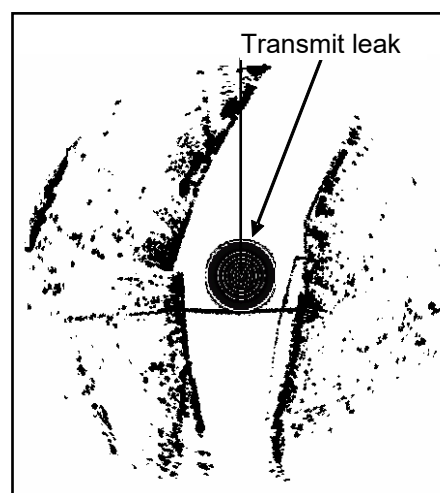


Figure 4.2 Center spot

4.2.7 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.

4.2.8 Function key usage

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

You can switch to a prespecified function by pressing each key.

Note: This menu is protected in normal. To cancel the protection, refer to "4.1 Display [MAINTENANCE] menu".

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

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

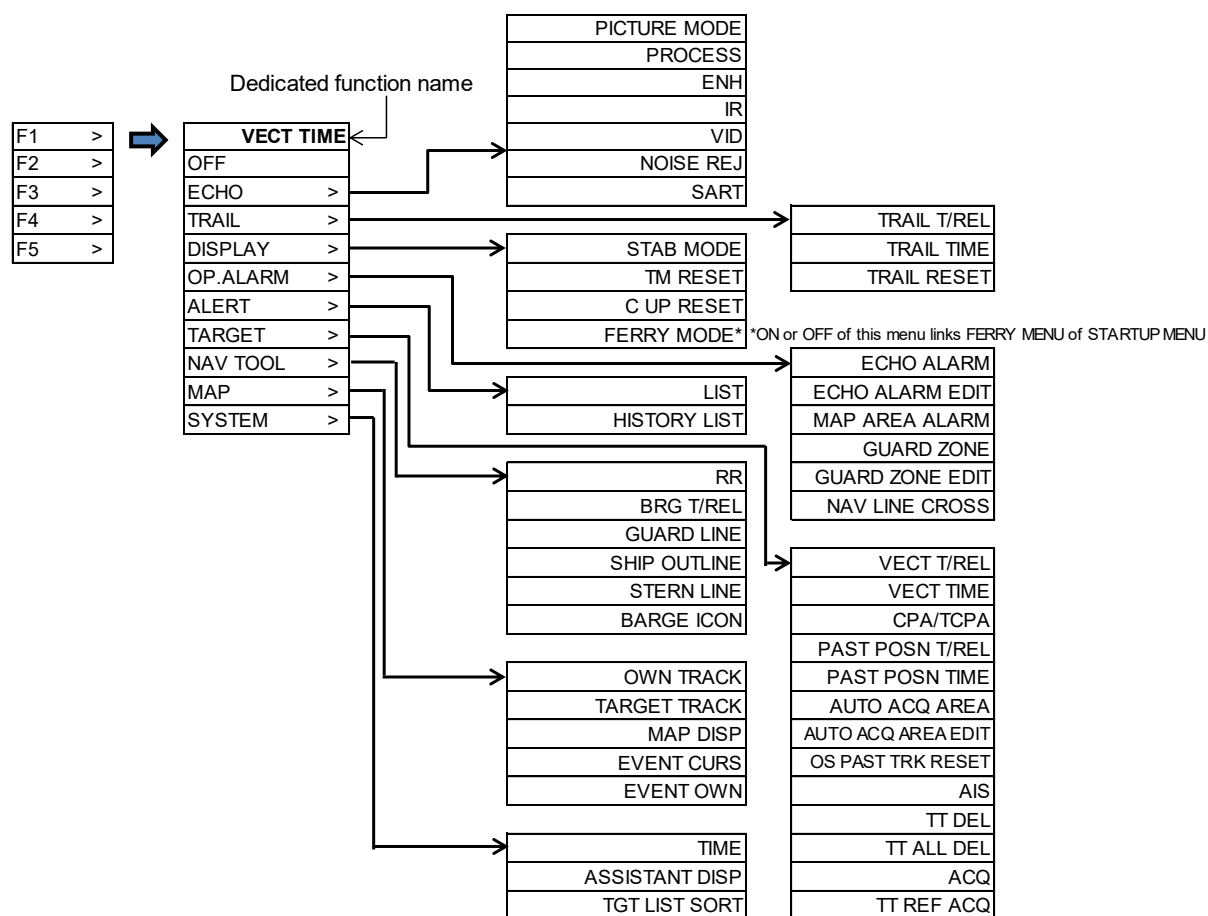


Figure 4.3

- (2) Follow procedure (1) to setup keys [F2], [F3], [F4] and [F5] 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.

4.2.9 Range enable

Followint 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-7012P/MDC-7912P

>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-7025P/MDC-7925P

>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	OFF
36	OFF
40	OFF
48	ON
50	OFF
64	OFF
80	OFF
96	ON
100	OFF
120	OFF
144	OFF

Figure 4.4 Initial range scale setting

4.2.10 Times enable

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

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

Initial value: 30s, 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

Figure 4.5 Times enable setting

4.2.11 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, 23 INCH

Note:

- The size of the displayed symbols becomes small than specified IEC standard when connect 19 Inch of monitor by setting of 23 INCH.
- The size of the displayed symbols becomes larger than specified IEC standard when connect 23 inch of monitor by setting of 19 INCH.

4.2.12 Ferry menu

[FERRY MODE] menu of [DISPLAY] menu is not available by default.

[FERRY MODE] menu is available when [FERRY MENU] menu of [MAINTENANCE] menu sets to [ON].

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

Select [MAINTENANCE] => [STARTUP] => [FERRY MENU] => [ON], and press **[ENT]** key.

[FERRY MODE] menu will appear when [DISPLAY] menu is selected.

4.3 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".

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

>MAINTENANCE		
>I/O		
HDG		>
GYRO		218.3°
OFFSET		0.0°
STW		>
DLOG		6.6kn
COG/SOG		>
DLOG		218.3°
DLOG		6.6kn
POSITION		>
DGPS		35°15.174N
		139°48.010E
OFFSET		EPFS
GPS		0.000N
		0.000E
DATUM	REF	W84
	LOCAL	W84
SET/DRIFT		>
		0.0°
		0.0kn
TIME		>
GPS		01/01/15
		07:57
TIME ZONE		00:00
OUTPUT		>
INPUT		>
FORMAT		>
KGC SET		>
JB-35 SET		>
SERIAL MONITOR		>

Figure 4.6 I/O menu

In order to use the radar normally, it is necessary to connect and set up the following sensors which output IEC61162.

Gyro-compass or transmitting heading device (THD)

Speed and distance measuring equipment (SDME, ext. Doppler LOG)

Electronic position fixing system (EPFS, ext. GPS)

Automatic identification system (AIS)

In case that a Bridge Alert management system is available, it can be connected via the JB-35 at "BAM".

Other sensors or networks, providing equivalent information are acceptable for use in IMO equipment.

4.3.1 Select heading interfaces

Interfacing of heading bearing is made by THS (IEC61162-2) or HDT (IEC61162-1) sentence. S2N

Gyro converter is required to input SYNCHRO or STEP signal from a NAV port.

Refer to "3.4.4 Connecting a Gyro converter unit or THD".

Refer to "7.1.2 Details of the data input format".

Select interface sentence by interface specification of GYRO or THD.

In accordance with the bearing sensor, set up interface by following steps.

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

Select [MAINTENANCE] => [I/O] => [FORMAT] => [GYRO] => [61162-1 or 61162-2], and press **ENT** key.

Note: When JB-35 not connected or not set in menu, the GYRO menu is greyed out and not usable. Refer to "4.3.10 Setup JB-35".

Note: In order to accurately track the rate of turn of the vessel required by IEC61162, data renewal time should be set to 50 ms or 25 ms by the Gyro, THD or S2N Gyro converter.

4.3.2 Speed interfaces

In order to use stabilization mode of the radar, both speed through water (STW) and speed over ground (SOG) are required.

4.3.2.1 Setup speed through water (STW)

STW selects a device outputting speed to use in an SEA STAB mode.

Interface of speed is made by IEC61162-2 or IEC61162-1. L1N Log pulse NMEA converter is required to input speed signal from Log by pulses.

Refer to "3.4.7 Cable connection for EPFS and SDME or Log".

When you use VBW or VHW, please select SDME. Require sentence format is VBW or VHW.

Refer to "7.1.2 Details of the data input format".

If the speed sensor breaks down, select manual speed [MAN] and input manual speed values.

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

Select [MAINTENANCE] => [I/O] => [STW] => [STW] => [SDME or MAN], and press **ENT** key.

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

Set up interface condition of input/output port in accordance with the sensor.

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

Select [MAINTENANCE] => [I/O] => [FORMAT] => [SDME] => [61162-1 or 61162-2], and press **ENT** key.

4.3.2.2 Select speed over ground (SOG) interface

COG/SOG selects a device outputting speed to use in a GND STAB mode.

Interface of speed over ground (SOG) is made by IEC61162-2 or IEC61162-1 sentence.

Refer to "3.4.7 Cable connection for EPFS and SDME or Log".

Interfacing sentence is VBW (SDME) or VTG (EPFS).

Refer to "7.1.2 Details of the data input format".

Select the speed sensor by following step.

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

Select [MAINTENANCE] => [I/O] => [COG/SOG] => [COG/SOG] => [SDME, EPFS, MAN or CURRENT], and press **ENT** key.

Note: [CURRENT] indicates the value by vector calculation from STW and SET/DRIFT value.

Set up interface of input/output port according to the sensor in use.

When SDME is selected;

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

Select [MAINTENANCE] => [I/O] => [FORMAT] => [SDME] => [61162-1 or 61162-2], and press **ENT** key.

When EPFS is selected;

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

Select [MAINTENANCE] => [I/O] => [FORMAT] => [EPFS] => [61162-1 or 61162-2], and press **ENT** key.

Note:

IMO resolution A.823 (19) for ARPA article recommends Speed LOG (SDME) or speed meter to meet resolution A824 (19) for the use of sea and ground stabilization.

Therefore, when TT function is used, select SDME for COG/SOG.

If you selects EPFS then the reliability of the TT vector worsens when the speed of the own ship is slow.

4.3.3 Select POSITION interface

Interface of POSITION is made IEC61162-2 or IEC61162-1 sentence.

Refer to "3.4.7 Cable connection for EPFS and SDME or Log" for connection.

Usable sentences are GLL, GGA and GNS.

Refer to "7.1.2 Details of the data input format" for format.

In case plural sentences are available, priority is given by GLL>GGA>GNS.

Select the position sensor by following procedure.

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

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

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

Set up interface of input/output port according to the sensor.

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

Select [MAINTENANCE] => [I/O] => [FORMAT] => [EPFS] => [61162-1 or 61162-2], and press **ENT** key.

Note: AIS cannot be used because DATUM of radar and AIS is different when input DATUM is different from WGS84.

Selection of sentences to be used for [OFFSET]

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.

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

Select [MAINTENANCE] => [I/O] => [POSITION] => [OFFSET] => [OFFSET]

Set values: EPFS 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.

4.3.4 Select SET/DRIFT input

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

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

Select [MAINTENANCE] => [I/O] => [SET/DRIFT] => [SET/DRIFT] => [SDME or MAN], and press **ENT** key.

SDME: Use sentence format VDR.

MAN: Use SET/DRIFT value manually input. When [MAN] is selected, entry of SET/DRIFT becomes possible. Make the value highlighted and enter correct SET/DRIFT value by moving the trackball up and down.

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

4.3.5 Setup time

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

Select information source of time to be indicated.

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

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

CLOCK: Internal clock of the radar

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.

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

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, then press **ENT** key.

3. Set the internal clock for time by UTC.

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, then press **ENT** key.

4. Input time difference between local time and UTC.

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

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

4.3.6 Setup Output

As provision for other navigational equipments, alarm contact signals and serial data, ALF, RSD, OSD, TLB, TLL, TTD and TTM are available.

Refer to "7.2 Details of TT tracking data output".

Refer to "7.3 Details of the radar data output" for detail.

4.3.6.1 Alarm output

Alarm output consists of contact output of VDR and serial data output ALF.

Refer to "7.4.3 VDR and Alarm output signal specification" for detail.

As serial data outputs, one port out of five ports can be selected by following procedure.

ALF OUT PORT

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

Select [MAINTENANCE] => [I/O] => [OUTPUT] => [ALF OUT PORT] => [BAM], and press **ENT** key.

4.3.6.2 Serial data output

Serial data sentence can be output from all I/O ports.

Make selection by following steps.

Press **MENU** key to display “Menu”.

Select [MAINTENANCE] => [I/O] => [OUTPUT] => [OUTPUT NAV], [OUTPUT EPFS], [OUTPUT SDME], [OUTPUT GYRO] or [OUTPUT BAM].

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

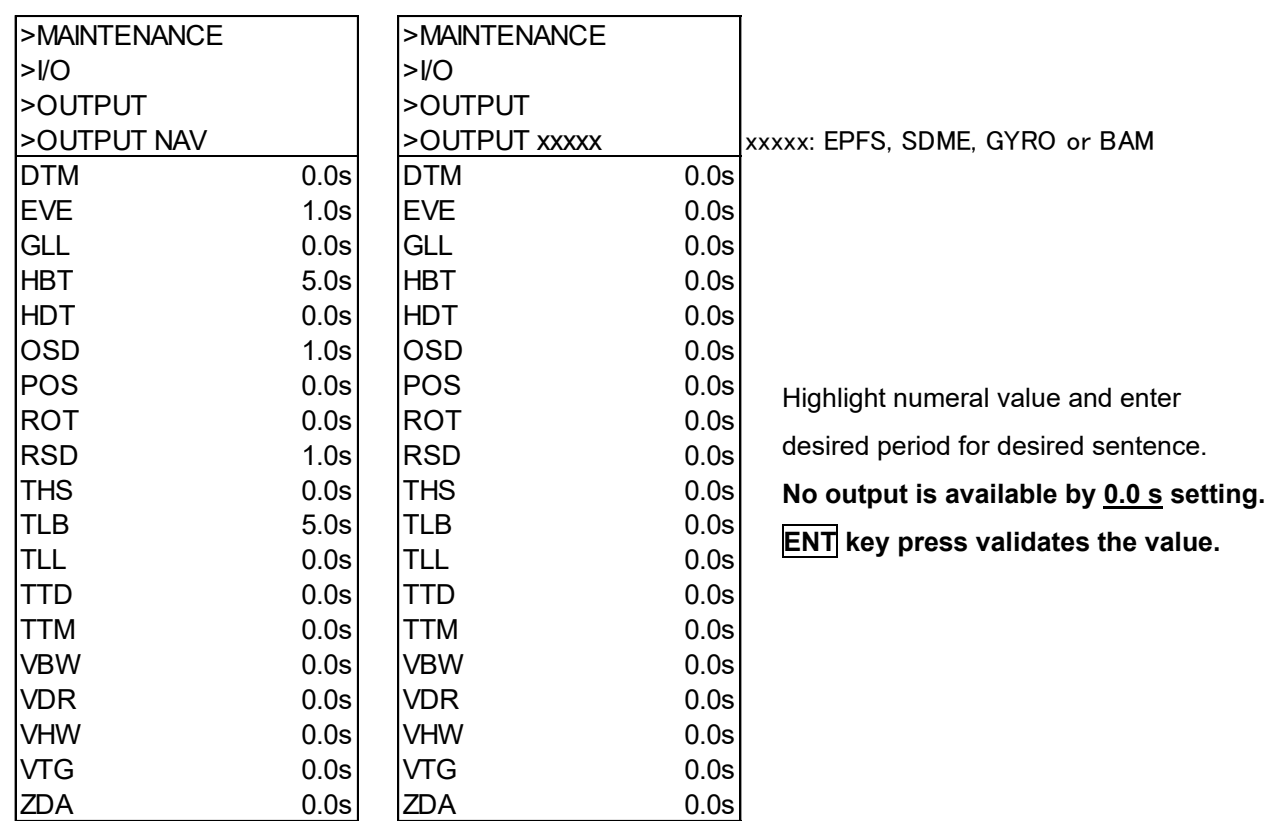


Figure 4.7

4.3.7 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.

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

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

Setting sub-menu

Selection cursor moves within sub-menu when trackball is turned up and down.

When a signal is input in a port, the mark of ● is displayed. However, it is not displayed if the format is not matched.

Port number
N : NAV
E : EPFS
S : SDME
G : GYRO
B : BAM

Select the sentence (here, GGA) to be assigned and turn the trackball right, to display sub-menu. Turn the trackball up and down to select the port to be assigned (here, EPFS) and press **[ENT]** key for setting.

Name of the assigned port is displayed. Here it is NAV.

	N	E	S	G	B	
>MAINTENANCE						
>I/O						
>INPUT						
BWC	—	—	—	—	—	ALL
DBT	—	—	—	—	—	ALL
DPT	—	—	—	—	—	ALL
DTM	—	—	—	—	—	ALL
GGA	●	●	—	—	—	ALL
GLC	—	—	—	—	—	ALL
GLL	●	—	—	—	—	NAV
GNS	—	—	—	—	—	EPFS
HBT	—	—	—	—	—	SDME
HDG	—	—	—	—	—	GYRO
HDM	—	—	—	—	—	BAM
HDT	—	—	—	●	—	ALL
MTW	—	—	—	—	—	ALL
RMA	—	—	—	—	—	ALL
RMB	—	—	—	—	—	ALL
RMC	—	—	—	—	—	ALL
ROT	—	—	—	—	—	ALL
RTE	●	—	—	—	—	ALL
THS	—	—	—	—	—	ALL
VBW	—	—	●	—	—	ALL
VDR	—	—	—	—	—	ALL
VHW	—	—	—	—	—	ALL
VTG	●	—	—	—	—	NAV
WPL	●	—	—	—	—	ALL
XTE	—	—	—	—	—	ALL
ZDA	—	●	—	—	—	ALL

Figure 4.8

4.3.8 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 4.3.7, 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:

NAV: IEC 61162-2

EPFS: IEC 61162-1

SDME: IEC 61162-1

GYRO: IEC 61162-2

BAM: IEC61162-1

GYRO and BAM port will be displayed when JB-35 is connected to J3.

Example of change of setting: NAV port IEC61162-2 => IEC61162-1

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

Select [MAINTENANCE] => [I/O] => [FORMAT] => [NAV] => [61162-1], and press **ENT** key.

[AUTO SETUP] mode can set format of all I/O ports automatically.

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

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

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

4.3.9 Setup KGC (GPS compass)

When connect KGC (KODEN gps compass KGC-222 or KGC-300) 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 and SDME port of the radar are optimally reset.

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

Bearing correction of KGC

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

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

Select [MAINTENANCE] => [I/O] => [KGC SET] => [BRG CORR] => [0.0°] =>

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.

4.3.10 Setup JB-35

Connect junction box JB-35 to the J3 port. All input/output ports are in compliance with IEC61162-1

Refer to "3.4.4 Connecting a Gyro converter unit or THD"

Refer to "3.4.5 Connecting a Junction box JB-35 to Gyro, BAM and Inter-switch data"

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

Select [MAINTENANCE] => [I/O] => [JB-35 SET] => [JB-35] => [ON], 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 BAM.

For the connection confirmation

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

Select [MAINTENANCE] => [I/O] => [FORMAT]

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

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

4.3.11 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 [NAV], [EPFS], [SDME], [GYRO], [BAM], [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.

4.4 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.

4.5 Setup preset

4.5.1 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.

4.5.1.1 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

4.5.1.2 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

4.5.2 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.

4.5.2.1 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

4.5.2.2 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.

4.5.3 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.

4.5.3.1 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

4.5.3.2 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

4.5.4 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 3 NM looks low (weak).

- (1) Set range scale 3 NM.
- (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.

4.5.5 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.

4.6 Backup of setup data (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.

4.6.1 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.

4.6.2 External save of setup data (Cannot be performed while transmitting)

To save setup 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 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] => [SETUP SAVE] => [GO], and press **ENT** key.
When SD memory card not inserted, [SD CARD] menu is grayed out and cannot be operated.

Restore setup 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] => [SETUP LOAD] => [GO], and press **ENT** key.
When SD memory card not inserted or no data found on the card, [SD CARD] menu is grayed out and cannot be operated.

4.6.3 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.

4.7 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.

4.8 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.

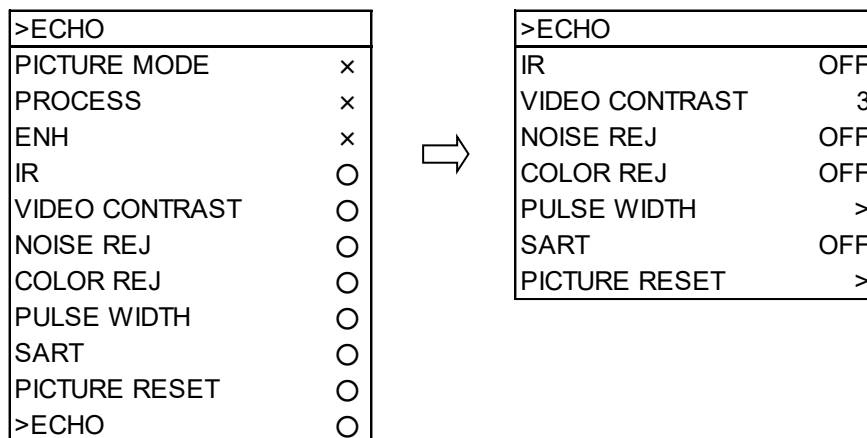


Figure 4.9

4.9 PM (performance monitor)

Performance monitor is a function to confirm performance degradation such as aging phenomena etc., by recording performance of antenna for later reference on its installation or on exchange of antenna parts.

Note: Carry out initial setup without fail on installation or on exchange of antenna parts.

4.9.1 Initial setup methods

- (1) Press **STBY / TX** key to start transmission.
Set **RAIN** / **SEA** at 0 by turning **RAIN** / **SEA** knobs.
Set **GAIN** at 100 by turning **GAIN** knobs.
- (2) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [PM] => [ON], and press **ENT** key.
Range is changed to 24 NM automatically.
Arc shaped dummy echo appears at 90 degree, 20 NM of antenna position.

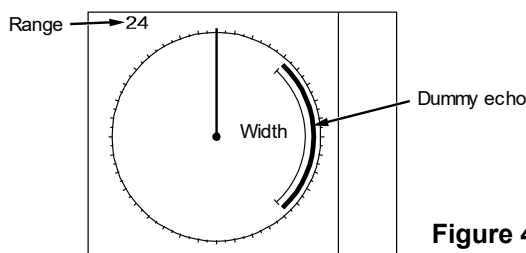


Figure 4.10

- (3) Press **MENU** key to display "Menu".
Select [MAINTENANCE] => [PM TUNE], and then adjust value to obtain the maximum width of the dummy echo.
If dummy echo appears in a circle shape, then turn **GAIN** knob counterclockwise and adjust PM TUNE value again so that dummy echo does not appear in a circle shape.

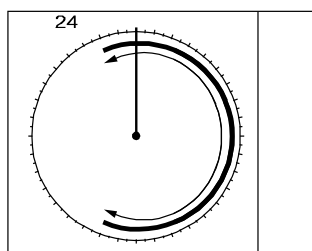


Figure 4.11

- (4) Select [CALIBRATION], move trackball to right select [GO], and press **ENT** key.
Then, the antenna performance is recorded for later reference.
- (5) Return to Main menu and select [SYSTEM].
Confirm RX, TX and SYSTEM bars are maximum length.
RX: Displays performance degradation of receiver.

TX: Displays performance degradation of transmitter.

SYSTEM: Sum of degradations of RX, TX value.

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

Select [SYSTEM] => [PM] => [OFF], and press **ENT** key.

Range is restored to the initial status automatically and dummy echo disappears. Confirmation method for degradation of Antenna performance after operation

4.9.2 Confirmation methods for degradation of Antenna performance after operation

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

Select [SYSTEM] => [PM] => [ON], and press **ENT** key.

Range is changed to 24 NM automatically.

- (2) Confirm SYSTEM bar value.

Please contact with our sales agent or our sales department when SYSTEM bar becomes a half (-10 dB) or less in length, because there is a possibility of large performance degradation.

When contacting, please let person in charge know about degradation rate of TX, RX bars.

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

Select [SYSTEM] => [PM] => [OFF], and press **ENT** key.

4.10 System Program

4.10.1 Version confirmation

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

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

Select [MAINTENANCE] => [VERSION] =>

4.10.2 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

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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 Alert 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 the software button **ACK** or the **OFF** key. The alarm sound and display will disappear.

Multiple errors may be displayed one by one and in addition in the Alert List (AL), which can be opened by pressing the **AL** key. Record all alarms and press the software button **ACK** or the **OFF** key for every alert. The types of alert, ALARM, WARNING, or CAUTION are shown in Table 5.1.

Icon and Priority:
ALARM / WARNING / CAUTION (ALARM and WARNING blinks until acknowledging alarm)

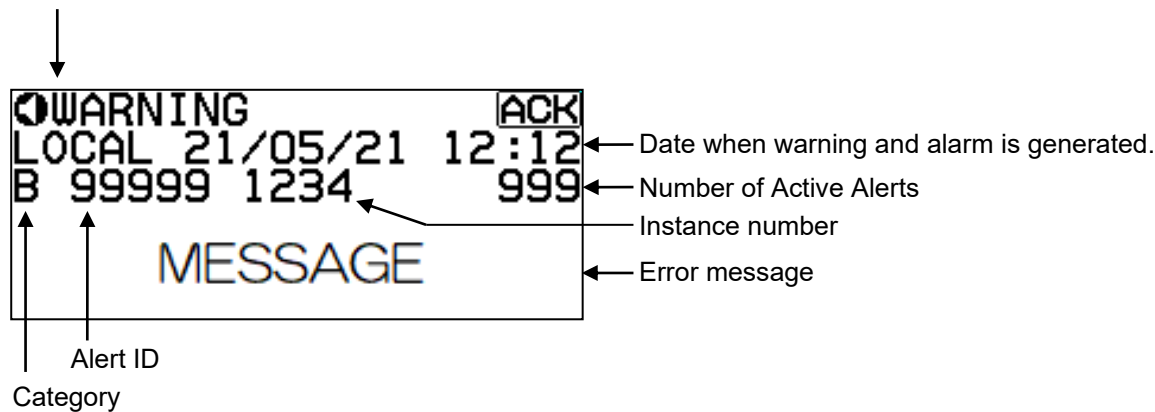


Figure 5.1 Alarm, Warning and Caution display

5.2.1.1 Alert list

Table 5.1 Alarm, Warning and Caution display list of radar

				Category 1) 2)	Priority (A: ALARM, W: Warning, C: Caution)	ID number (0-9999: IMO, 10000-9999999: Maker)	Instance number	Alert title	Reason
A	W	3042	1					AIS exceeded	Number of AIS targets exceeding the maximum 900
A	W	3042	2					TT exceeded	Number of tracked targets in TT (ARPA) exceeded the maximum 100.
A	W	3042	3					ADR exceeded	Number of AIS data reports exceeding the maximum 50.
A	W	3042	4					ALD exceeded	Number of AIS locating device exceeding the maximum 50.
B	C	3043	1					AIS OL. (95%)	Number of AIS targets received exceeded 855
B	C	3043	2					TT OL. (95%)	Number of tracking targets exceeded 95
B	C	3043	3					ADR OL. (95%)	Number of AIS data report received exceeded 47
B	C	3043	4					ALD OL. (95%)	Number of AIS locating device received exceeded 47
A	A	3044	xxxx					CPA/TCPA<xxxx>	Collision dangerous target detected
A	W	3048	xxxx					ACQ Target<xxxx>	A new target entered into auto acquisition area
A	W	3052	xxxx					Lost TGT<xxxx>	An acquired target has been lost
A	W	3052	100x					Lost REF TT<xxxx>	REF tracked target has been lost
B	W	3015	1					Lost HDG	THS or HDT are not received
B	W	3015	2					Lost SPD	VBW, VTG, RMA or RMC are not received
B	W	3015	3					Lost COG/SOG	VTG or VBW are not received
B	W	3015	4					Lost SET/DRIFT	VDR message is not received
B	W	3015	5					Lost LAT/LON	GLL or GGA, GNS, RMC, RMA are not received
B	W	3015	6					Lost datum	DTM is not received
B	W	3015	7					Lost TIME	ZDA or RMC, GGA are not received
B	W	3015	8					Lost AIS data	There is no AIS data. VDM is not received from AIS
B	W	998	1					Test alert only.	Under alert test.
A	W	10002	1					Echo zone	Images are detected in echo alarm area.
A	W	10002	2					Echo map area	Images were detected in map area.
A	W	10005	xxxx					Guard zone<xxxx>	Tracked target has entered into the guard zone.

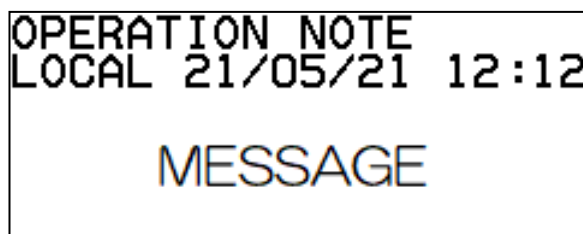
B	C	10003	1	AIS no HDG/COG	There is neither ship's bearing nor fairway of AIS active target input data to HDG or COG.
B	C	11003	1	Nav line	Own ship crossed the Nav line.
B	C	12003	1	Cannot use CCRP	Cannot display CCRP position. Change position or range.
B	C	12003	2	Process off	THS, HDT, HDM or VTG, RMA, RMC are not received.
B	C	12003	3	GND Stab	Speed: VBW or VHW is not input. Change to ground stabilization. Check VBW or VHW sentence.
B	C	12003	4	SOG in from EPFS	Change SOG input source from SDME (VBW) to EPFS (VTG).
B	C	12003	5	SPD manual	There is no speed signal.
B	C	12003	6	COG/SOG manual	There are not ground course and speed signal.
B	C	12003	7	SET/DRIFT manual	There is not tide signal.
B	C	12003	8	LAT/LON manual	There are not latitude and longitude signal.
A	W	13002	1	Radar abnormal	Hardware problem in the radar. Refer to hardware notes.

5.2.2 Operation note

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 types of operation note are shown in Table 5.2.



After 5sec. this message will disappear.

Figure 5.2 Operation note display

Table 5.2 Operation Notes

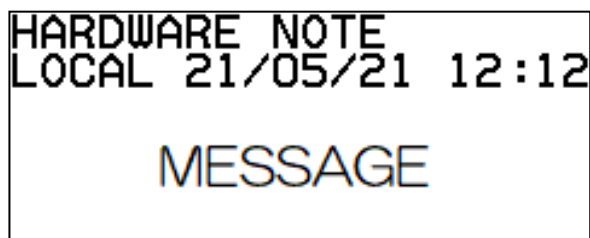
Note title	Reason
Tracked target out of range.	Acquired tracked target beyond operating distance set for targets
Pre heating.	Operated transmission key during pre-heating countdown
No HDG, LAT/LON signal.	As signals of ship's bearing, latitude/longitude had not been input, functions that need those signals 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
Mode hold.	Attempted to change mode during operation of performance monitor. The mode is fixed at H-UP
Range hold.	During starting up of performance monitor, attempted to change the range. The range is fixed at 24 NM
Time to trial manoeuver is less than 30 seconds.	The remaining time of trial manoeuver 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
Change to relative bearing.	True bearing is not inputted
Change to relative vector.	VBW, VTG or VDR are not inputted
Change to relative past position.	VBW, VTG or VDR are not inputted
Change to head up.	THS, HDT, HDM or VTG, RMA, RMC are not inputted
Change EBL origin position.	THS, HDT, HDM or VTG, RMA, RMC are not inputted
Change to sea stabilization.	Ship's bearing: THS, HDT, HDM, VTG Course against water: VBW Speed: VBW, VTG, VHW are not input
No WGS84 DATUM.	Input geodetic system is not WGS84
AIS no OS COG/SOG data.	Own ship's data that is necessary for AIS are not input
Receive alert of any signal or sensor in use.	Receive alert of any signal or sensors in use
Rec. Own AIS	Received AIS message to OWN ship.
Change CCRP	The set CCRP went beyond radar display. Reference has moved to antenna position.

5.2.3 Hardware note

Hardware note display may appear at the lower right of the radar display as shown in below when a hardware error has been detected in the device.

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



After 5sec. this message will disappear.

Figure 5.3 Hardware note display

Type of Hardware note

Note title	Reason
Antenna not connected.	Connector of Antenna may not be connected to Antenna, or Scanner unit may be faulty
Antenna magnetron current abnormal.	Magnetron may be at the end of life or transmission high voltage fuse blown
Antenna magnetron heater abnormal.	Something is wrong with magnetron or Scanner unit
Antenna magnetron high voltage abnormal.	High voltage fuse for transmission blown
Antenna high voltage abnormal.	High voltage fuse for transmission blown
Motor voltage abnormal.	Motor voltage fuse blown
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
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
Trigger abnormal.	Trigger from Scanner unit is not received
Radar video abnormal.	IF video from Scanner unit is not received
Panel not connected.	No communication between operating panel is available. Connector (J9) is disconnected
Flash memory erase & write error.	Flash memory erase and write error
Flash memory erase error.	Flash memory erase error
Flash memory write error.	Flash memory write error
Flash memory checksum error.	Flash memory checksum error
SD card problem.	SD card may be broken

SD card not ready.	There is not SD card
SD card write protected.	SD card is protect mode
SD card not enough free space.	Memory of SD card is not left
Illegal data.	The data does not agree
USB memory problem.	USB memory problem
USB memory not ready.	USB memory not ready
USB memory write protected	USB memory write protected
USB memory not enough free space.	USB memory not enough free space
JB-35 not connected.	No communication between junction box JB-35 is available. Connector J3 is disconnected
JB-35 not extended mode.	There is not JB-35 with the extended mode

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 5.3 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.

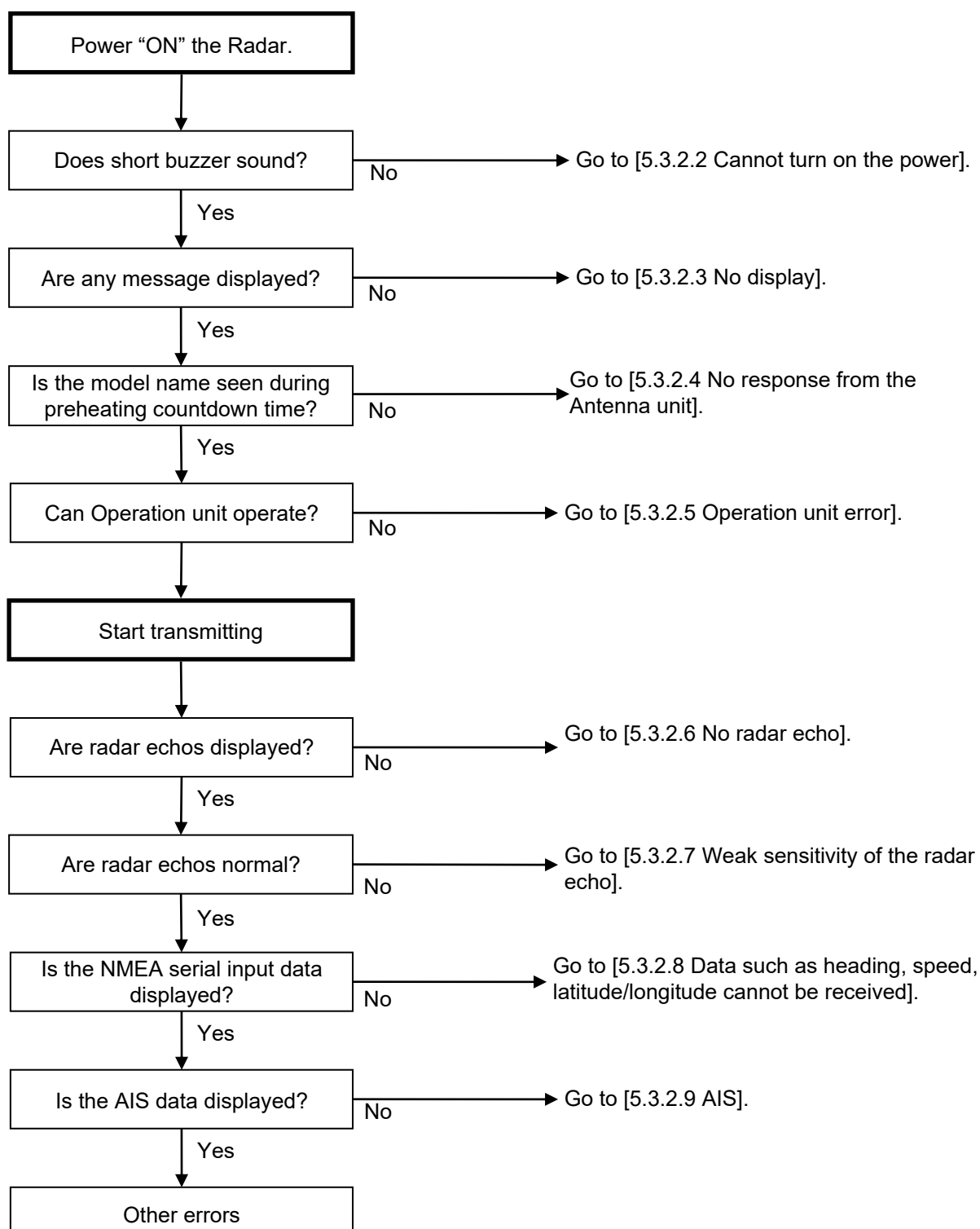
Table 5.4 possible malfunctions

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 "4.2.1 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 "4.2.1 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.

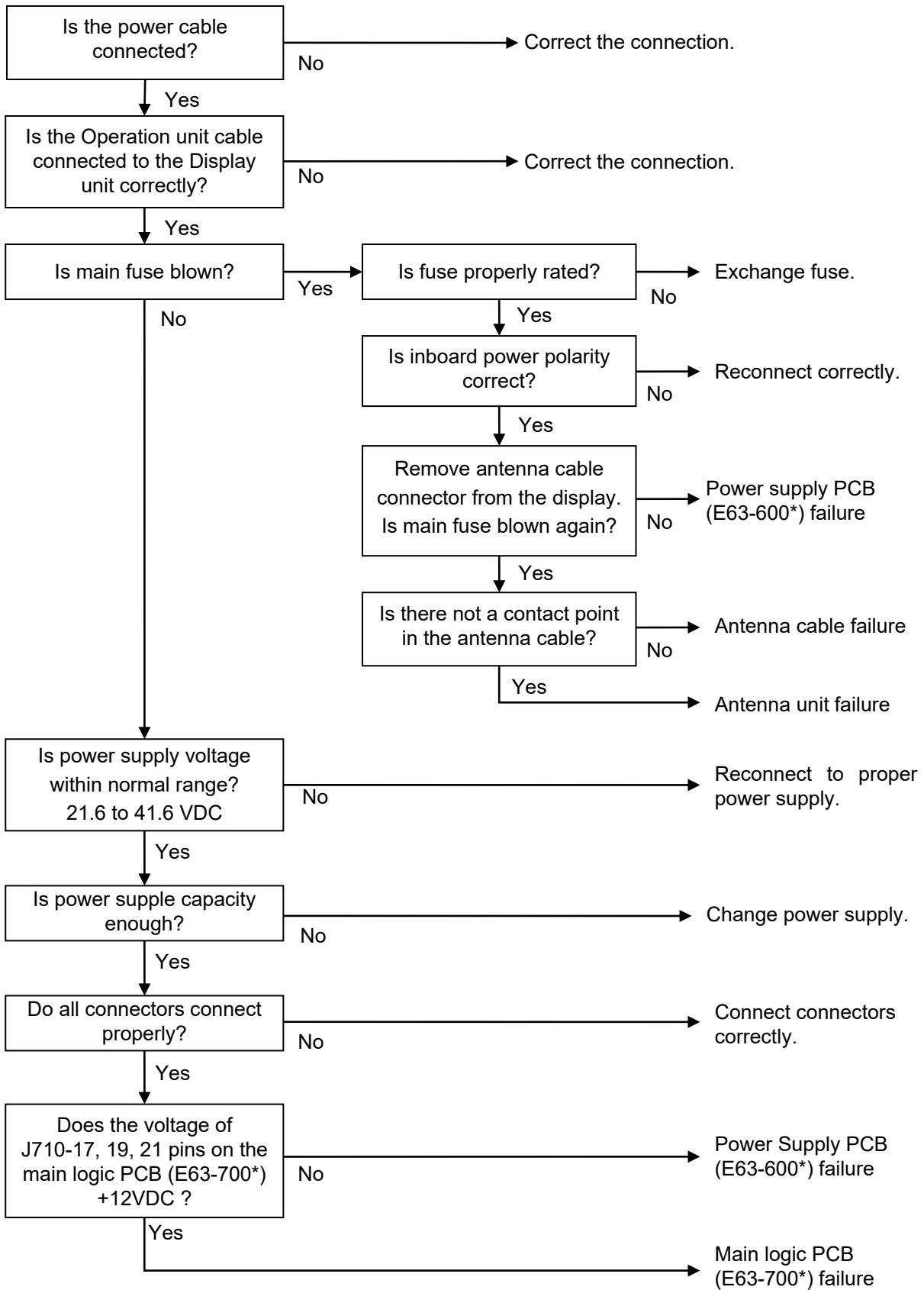
5.3.2 Malfunction diagnostics flow chart

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

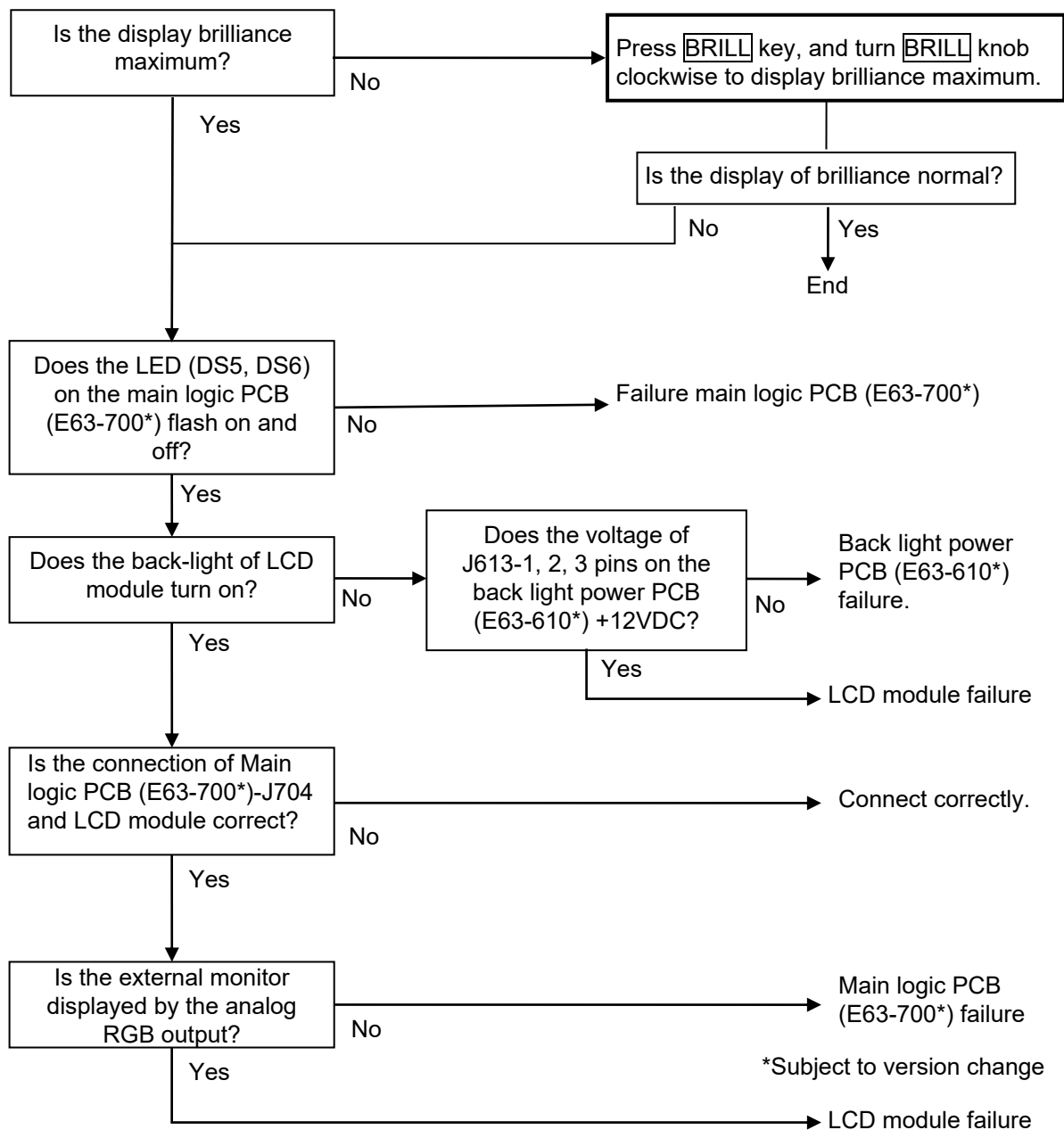


5.3.2.2 Cannot turn on the power

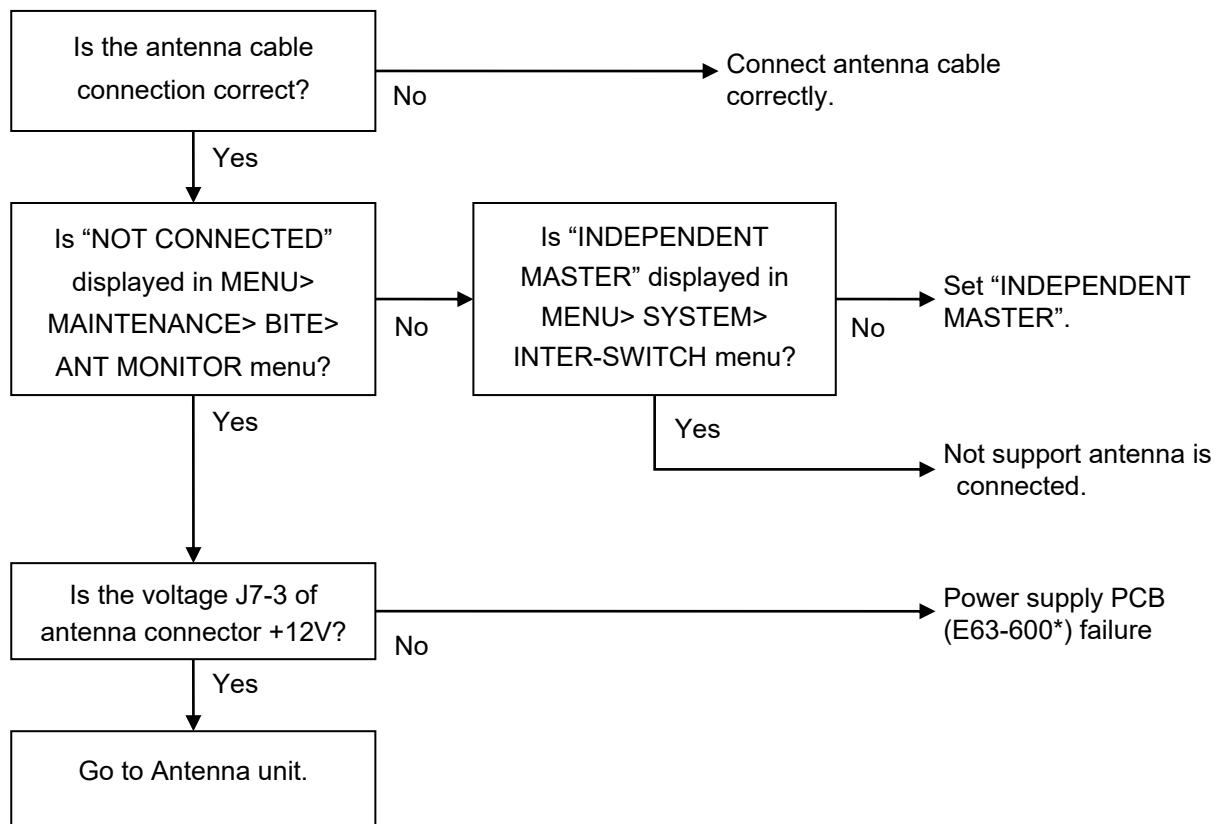


*Subject to version change

5.3.2.3 No display

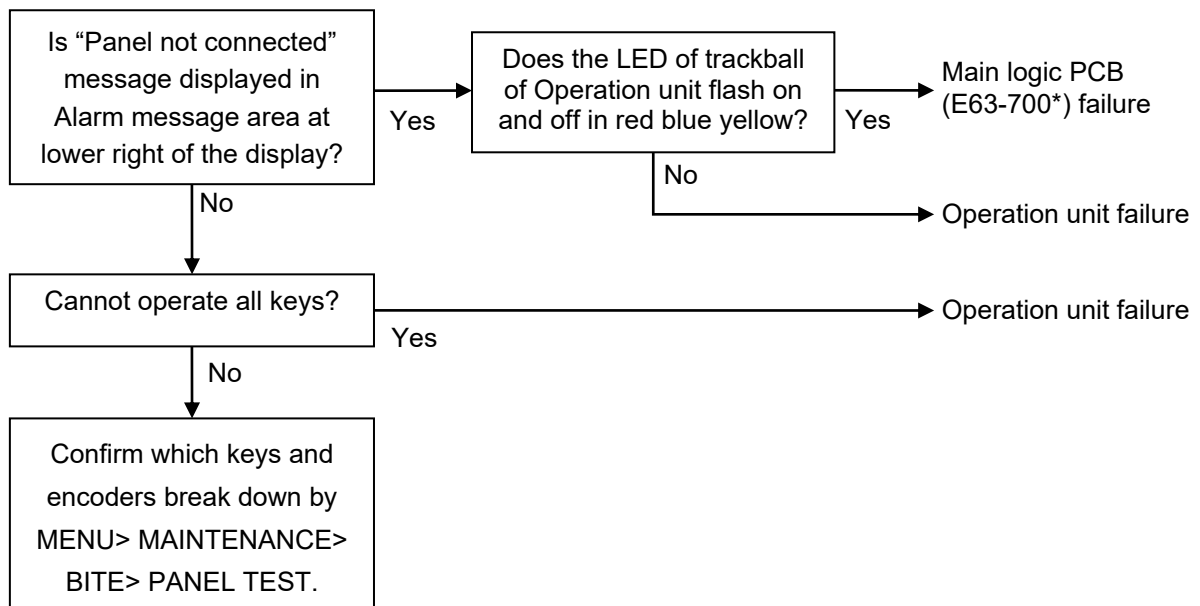


*Subject to version change

5.3.2.4 No response from the Antenna unit

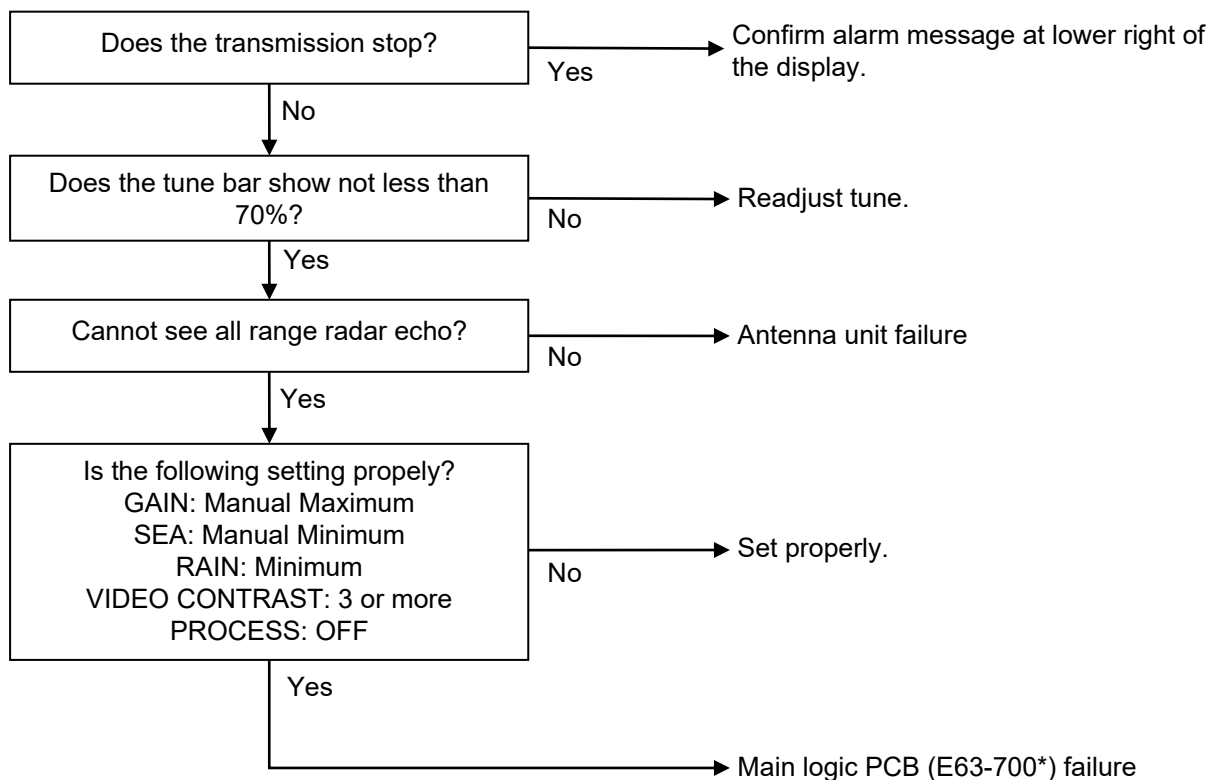
*Subject to version change

5.3.2.5 Operation unit error



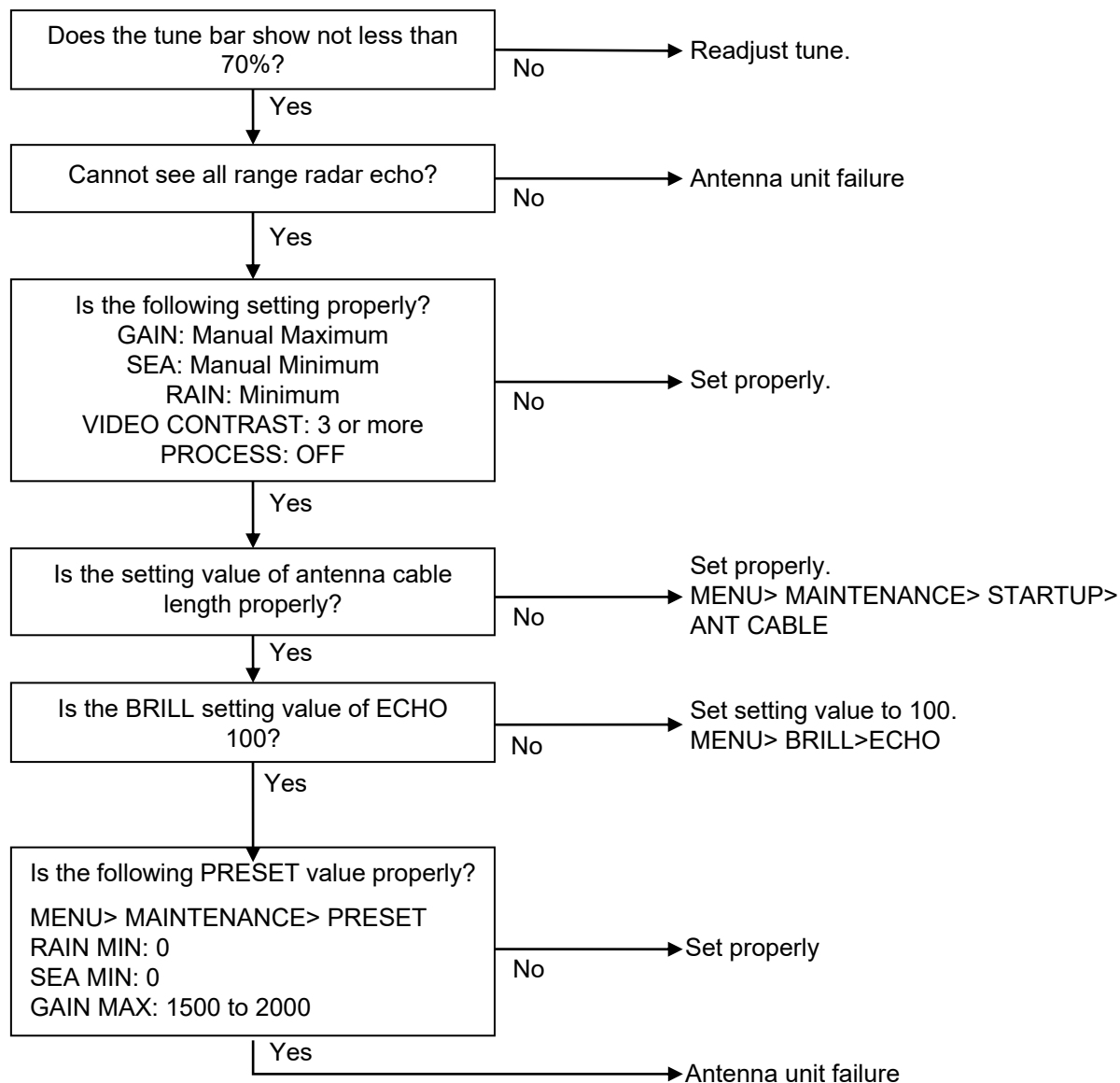
*Subject to version change

5.3.2.6 No radar echo

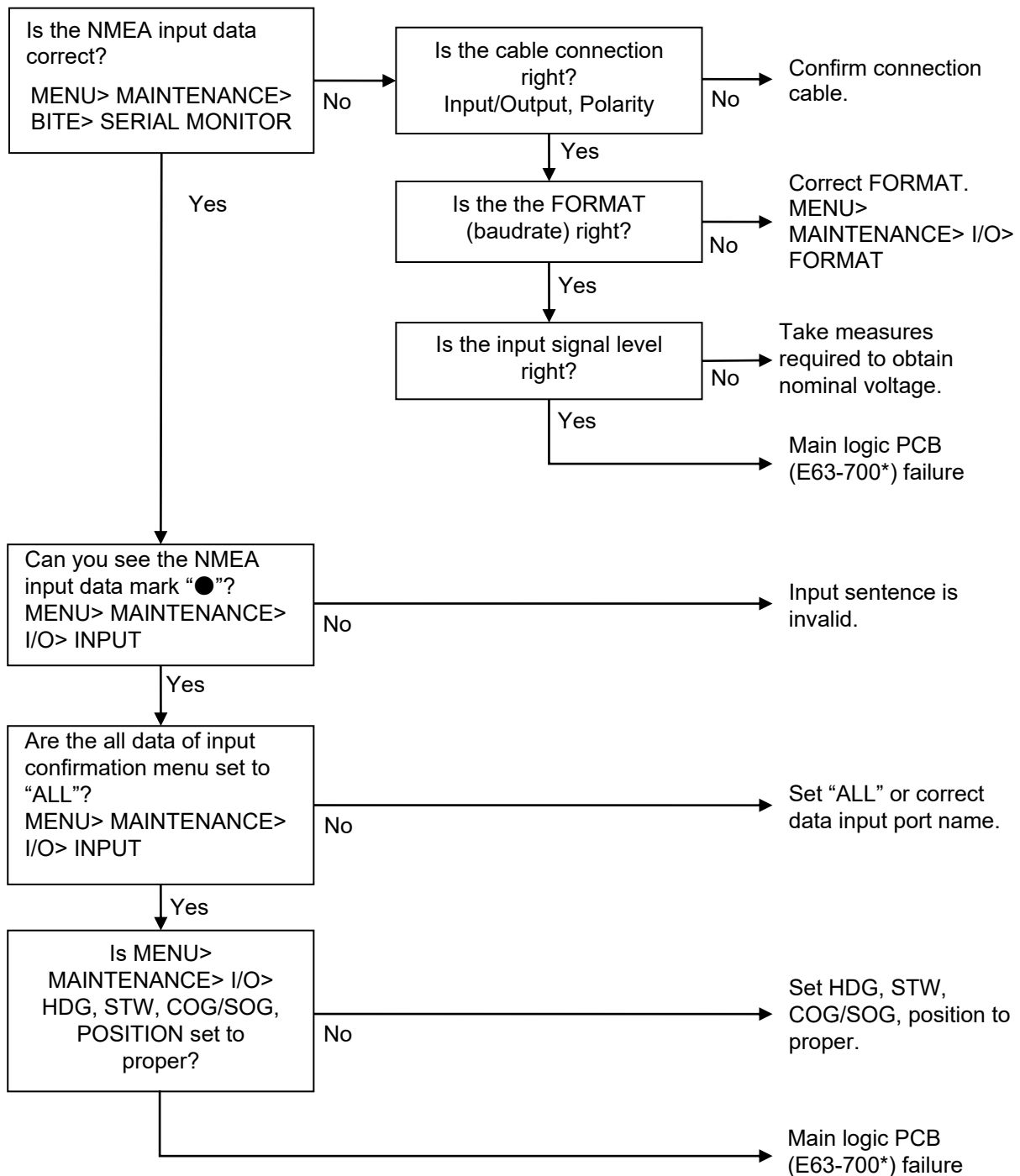


*Subject to version change

5.3.2.7 Weak sensitivity of the radar echo

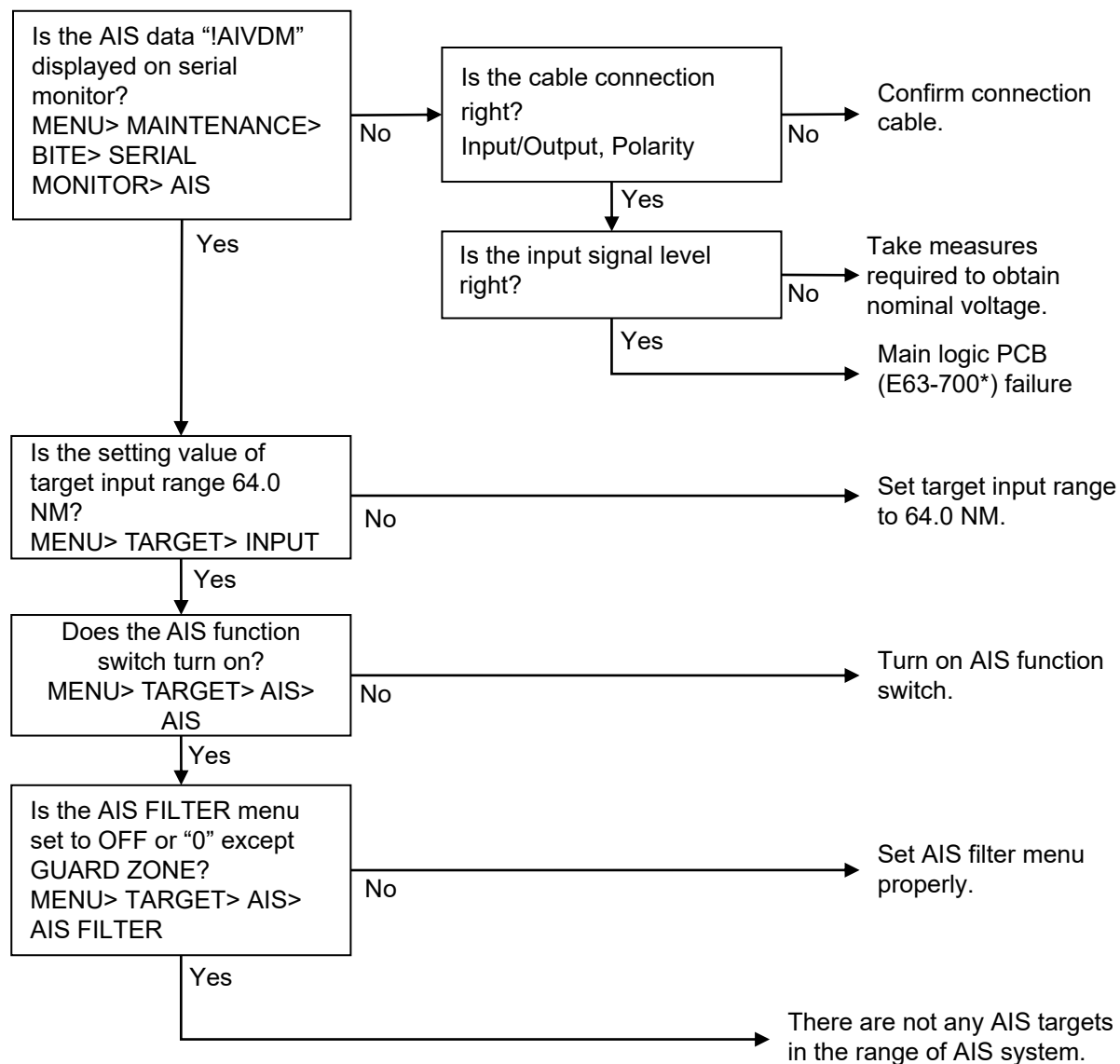


5.3.2.8 Data such as heading, speed, latitude/longitude cannot be received



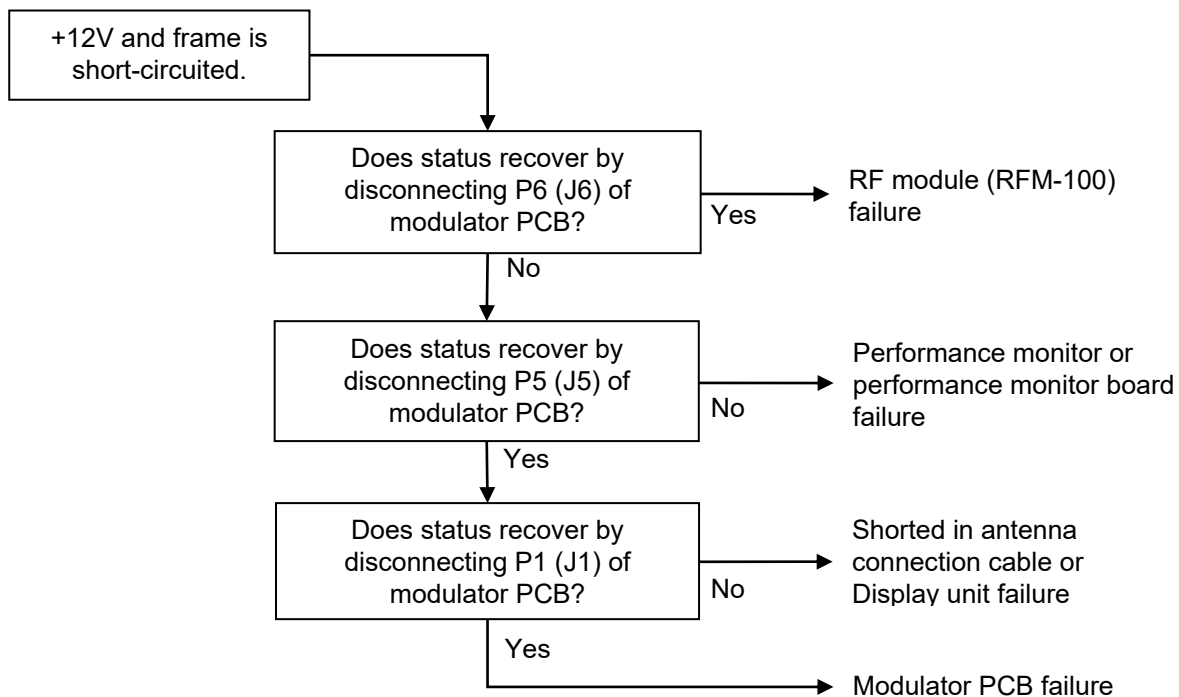
*Subject to version change

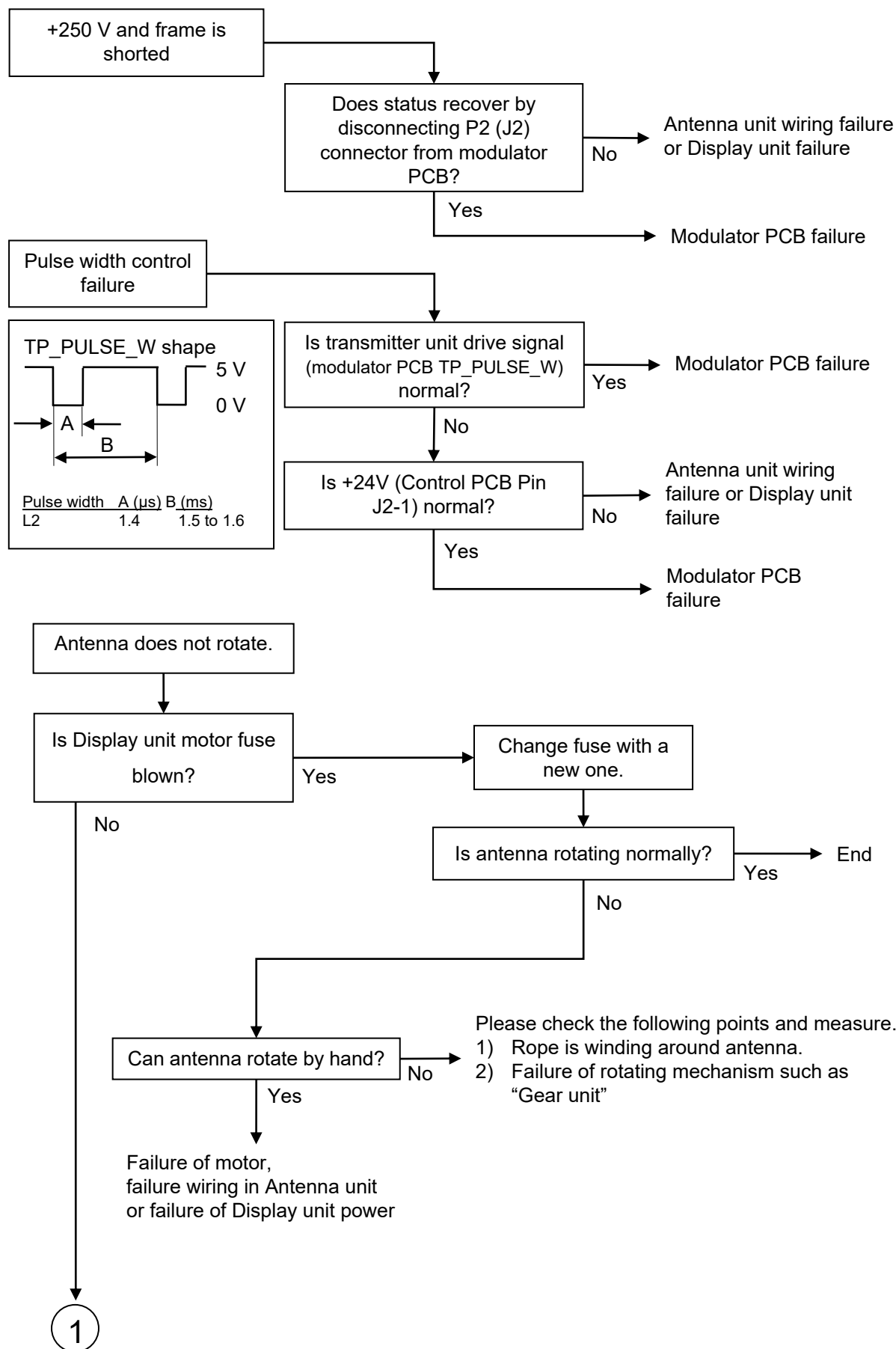
5.3.2.9 AIS

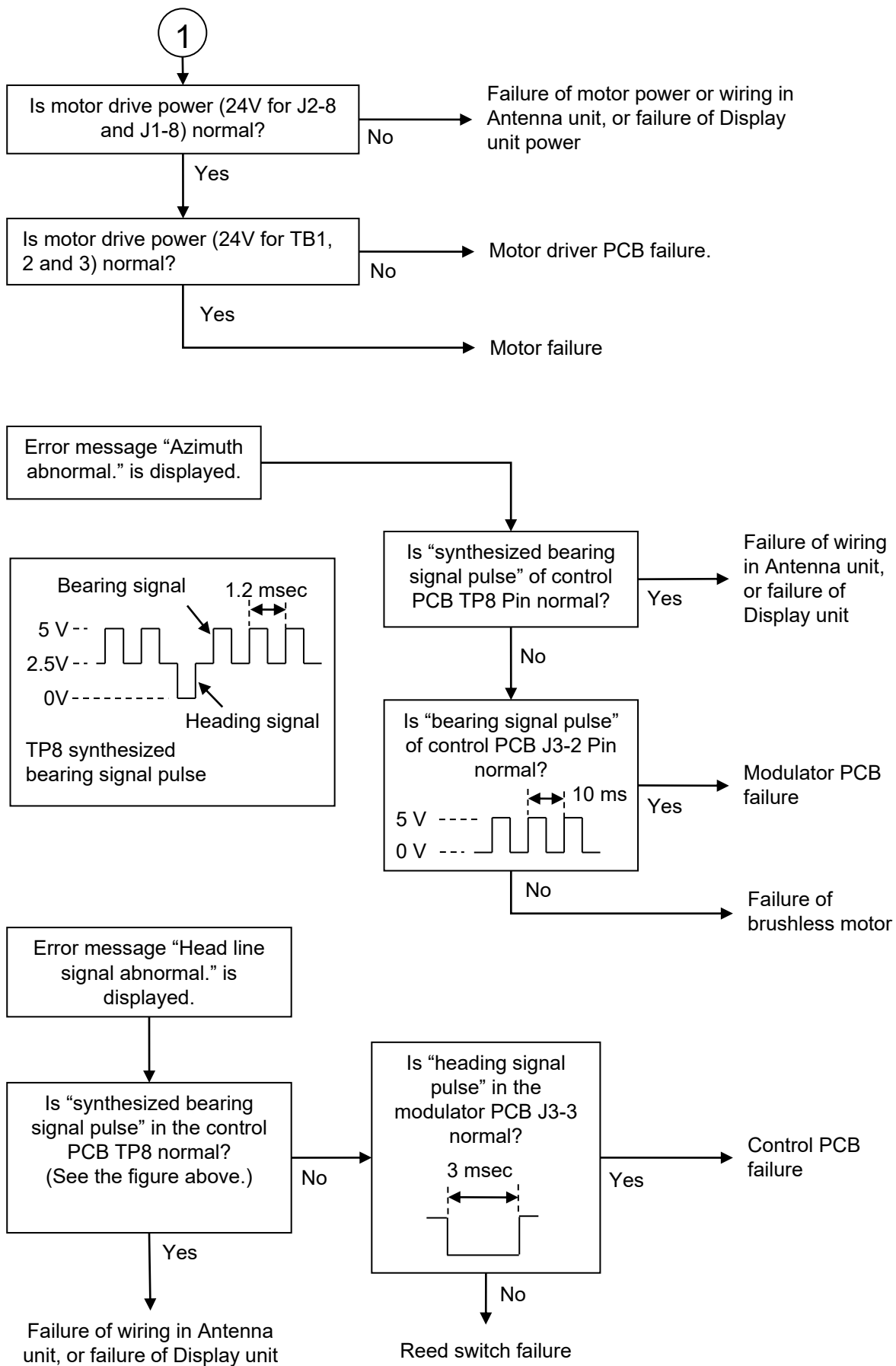


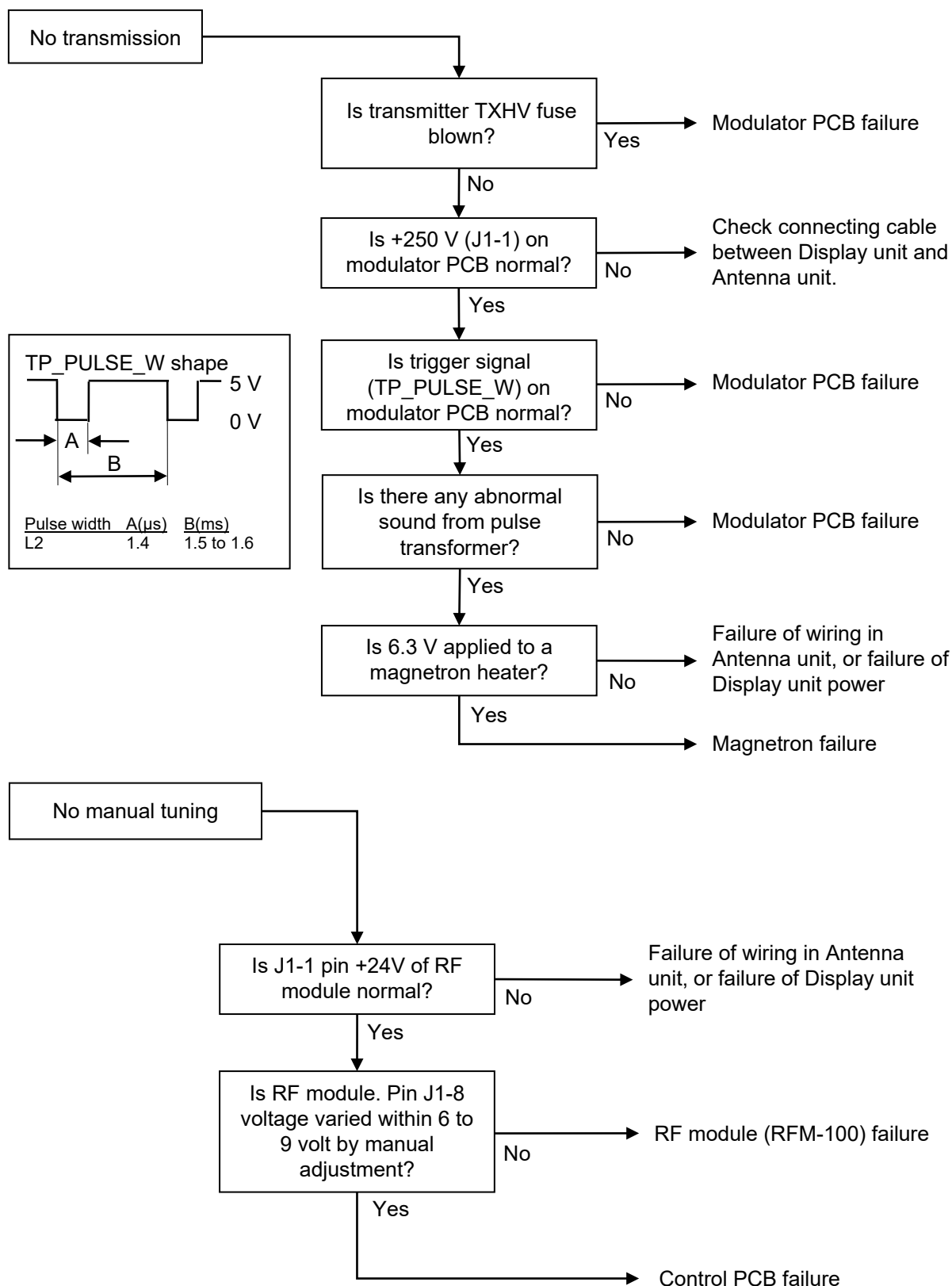
*Subject to version change

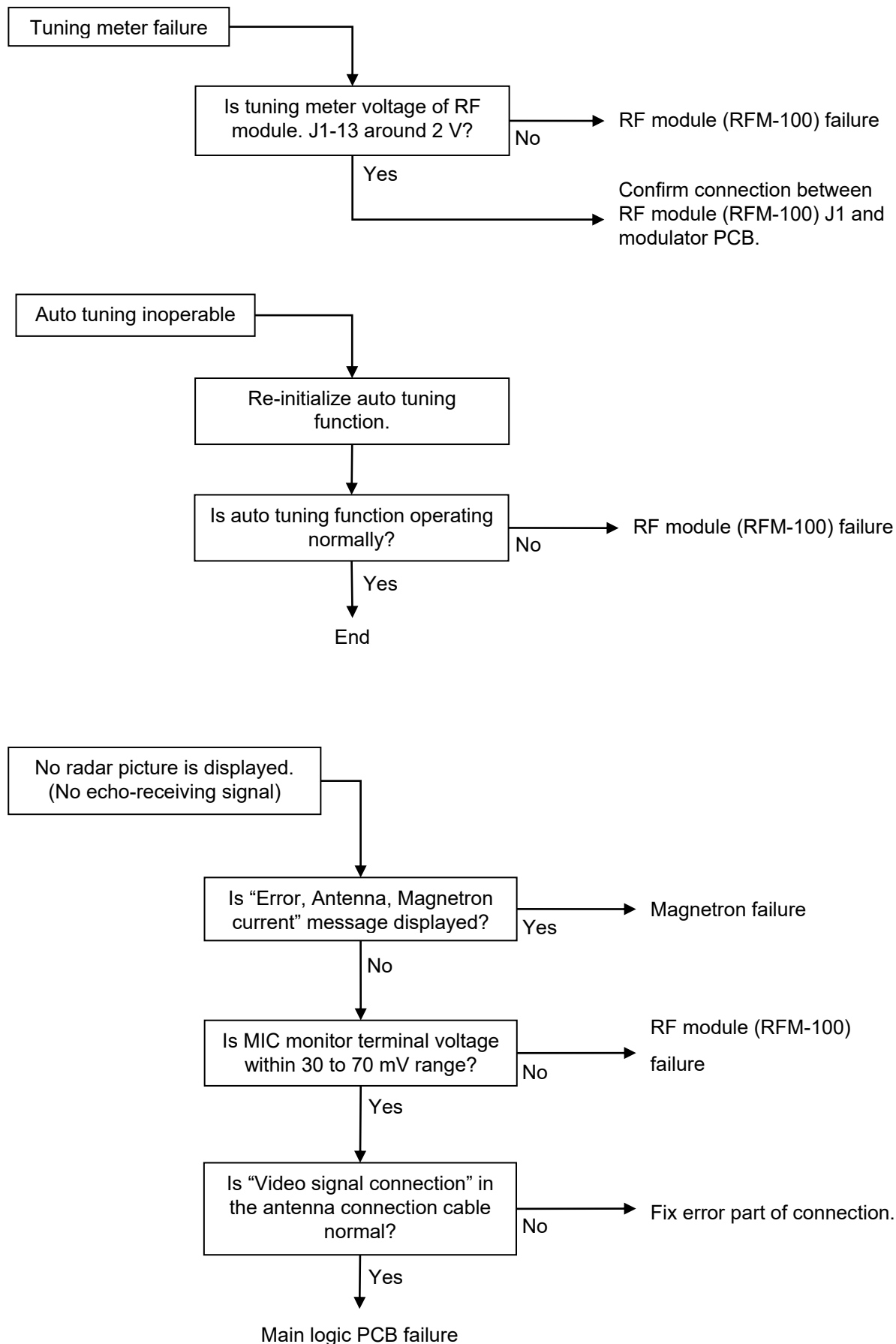
5.3.2.10 Antenna unit failure

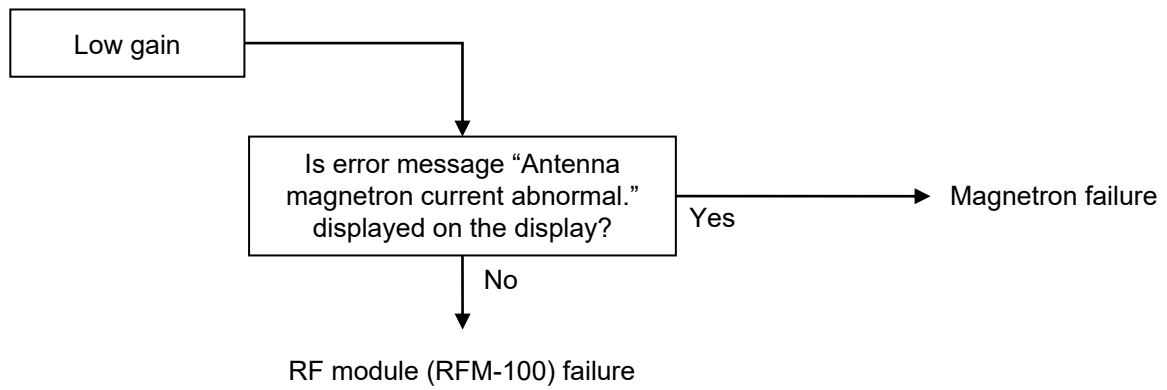












5.4 On board repair

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

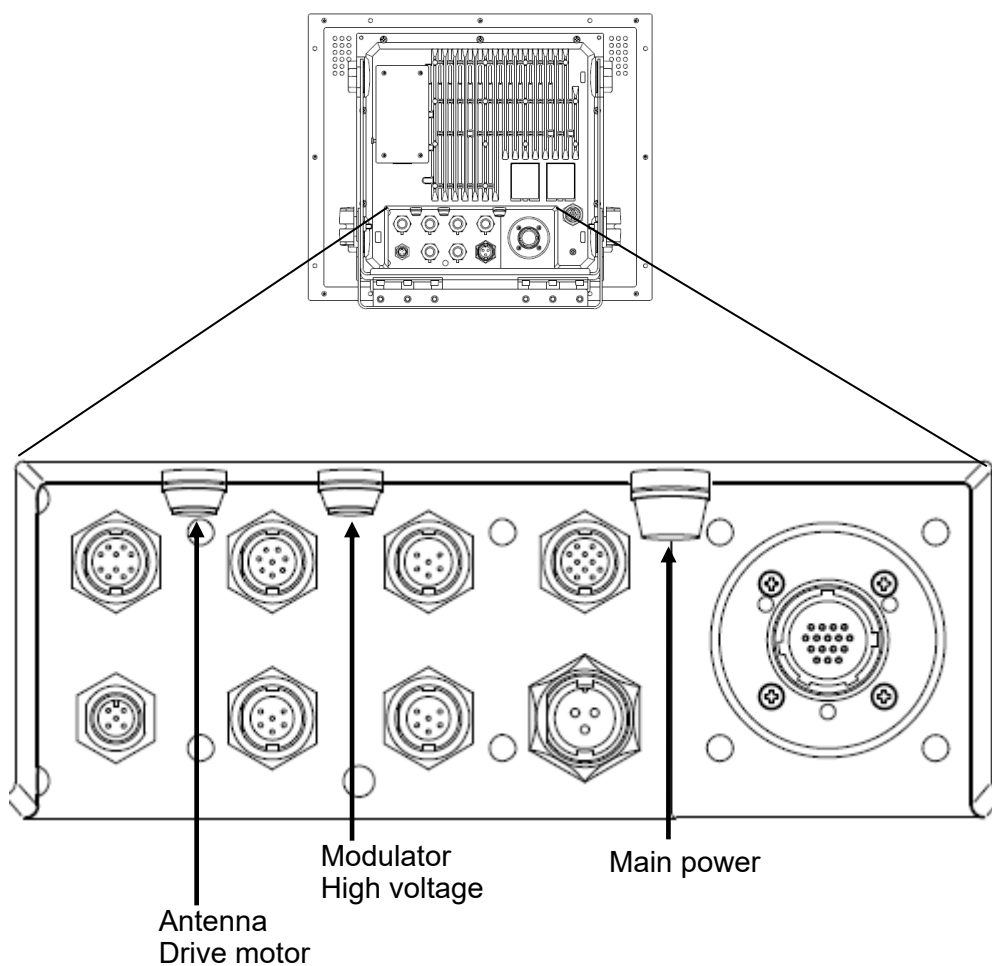


Figure 5.3 Fuse locations on Display unit back panel

5.4.2 Replacement of Internal Battery

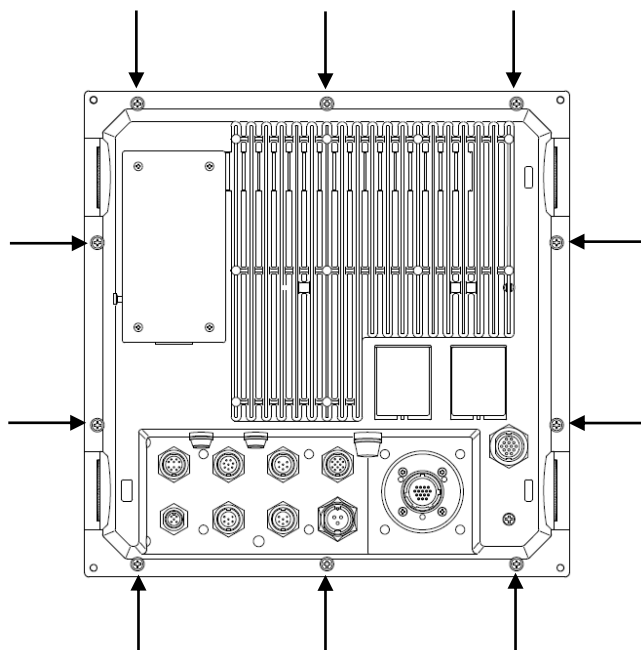
The Display unit has a battery built-in. Battery is used only for an internal clock.

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

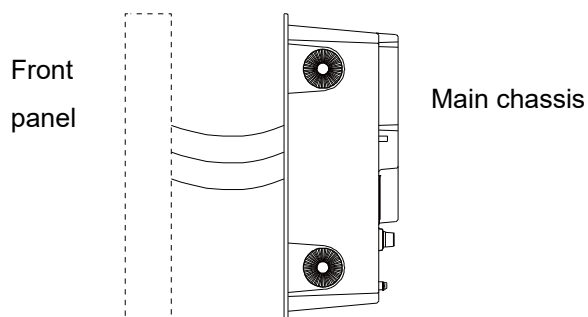
Please exchange the internal battery.

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.

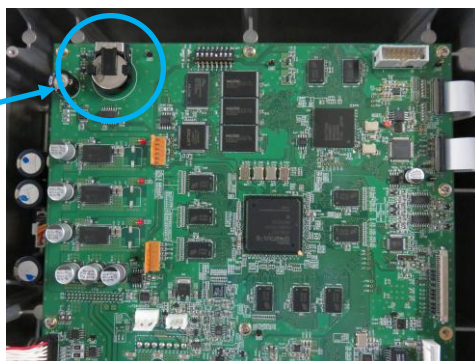


2. Remove the front panel from the main chassis by disconnecting the internal cable.



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

Battery type name: CR2032



*Subject to version change

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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	MAF1565N	RB808P	2000 to 3000H
	M1568BS	RB809P	1000 to 2000H
Geared motor	VGKC12-25N50L2XT6	RB808P/809P	5000H
Fan	F614T-12MC	RB809P	70000H
LCD Unit	G190EG02 V1	MRD-108P	45000H (25°C)
Battery	CR2032	MRD-108P 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.

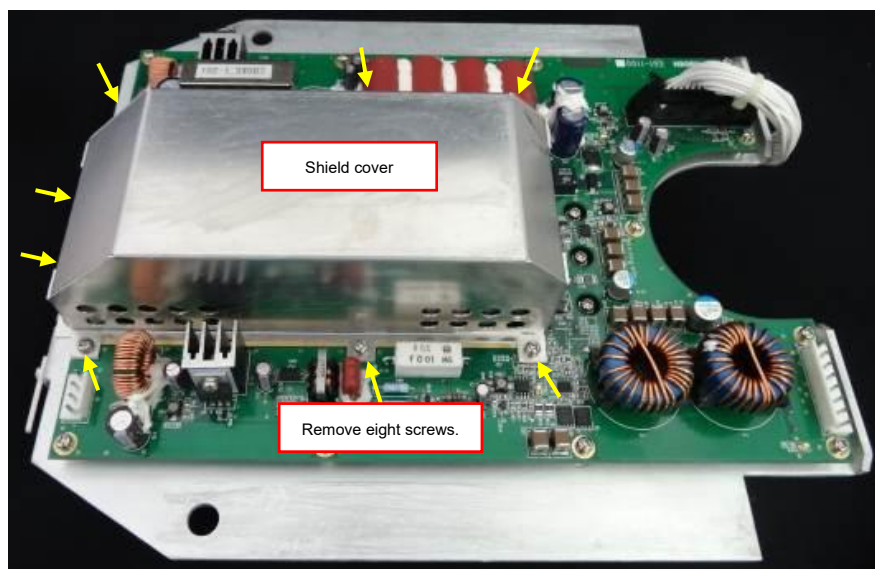


Never turn on the power of radar system under inspection.

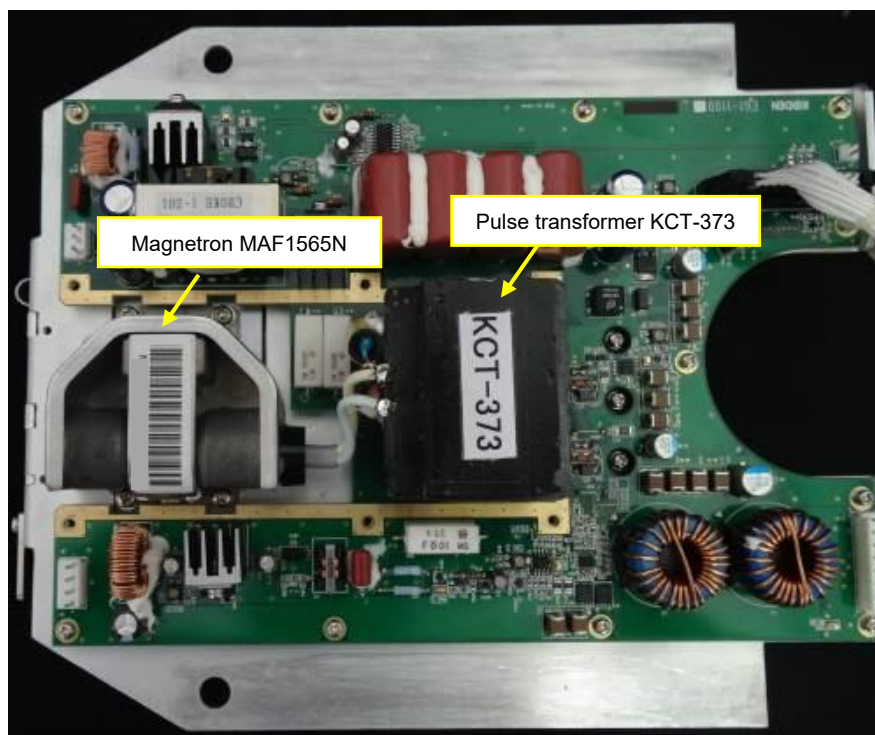
(2) Wipe the radar display with cloth soaked in static electricity inhibitor if dirty. Avoid using a dry cloth since it will generate static electricity resulting in the accumulation of dust.

6.3 Method of exchanging the magnetron

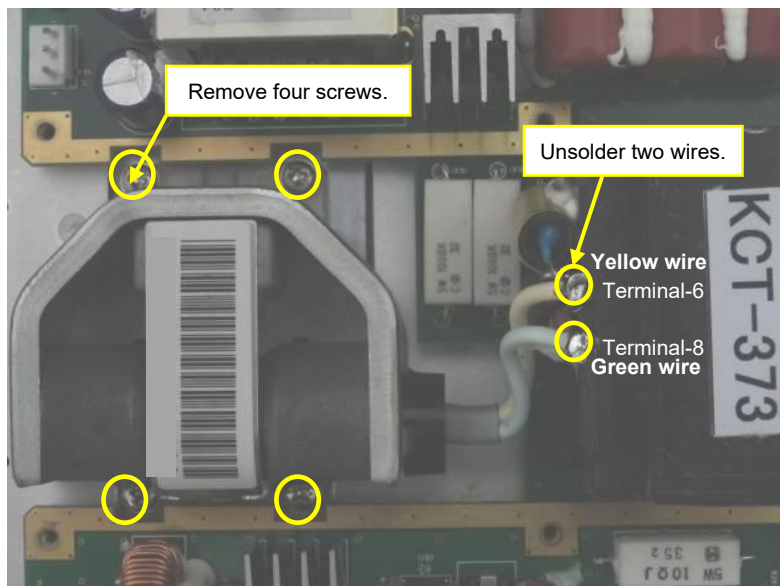
6.3.1 Magnetron replacement (RB808P)



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



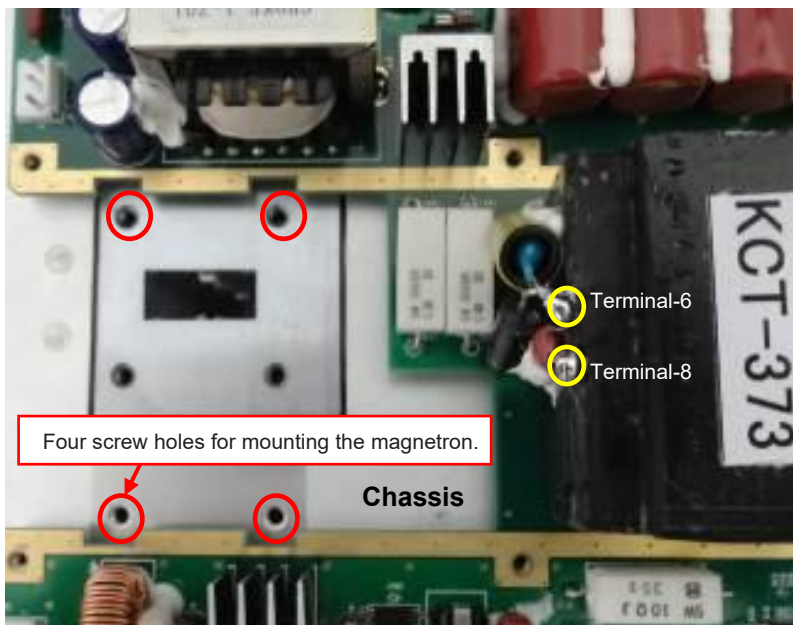
- 2) This picture is the view of the magnetron [MAF1565N] and the pulse transformer [KCT-373]



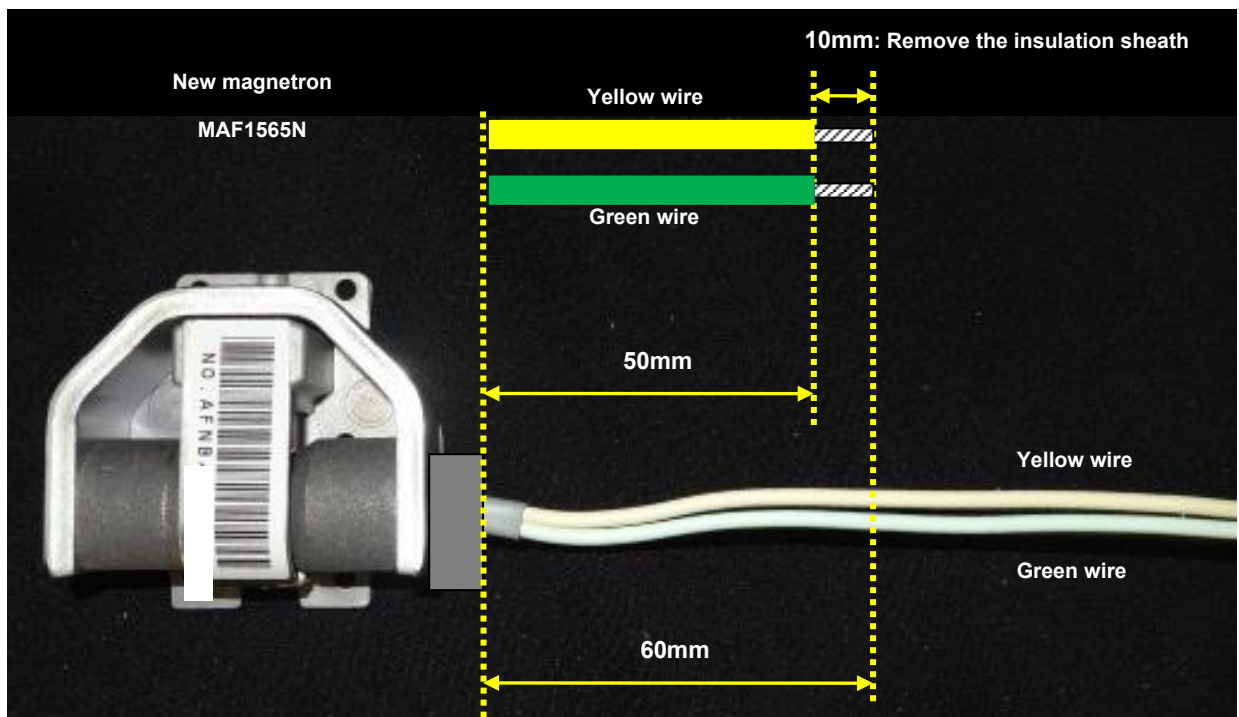
- 3) Unsolder the yellow wire and green wire from the pulse transformer terminals.

Remove the four screws that secure the magnetron.

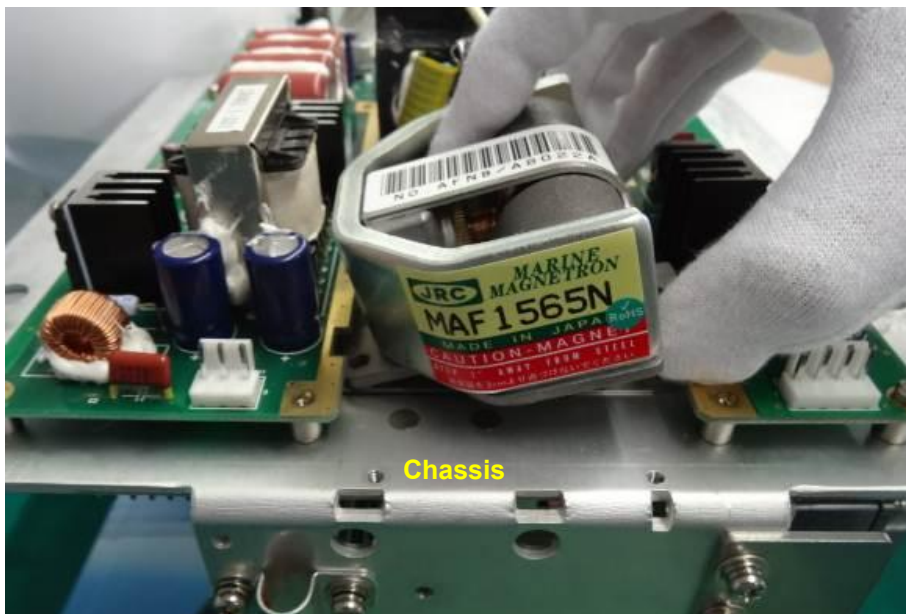
Remove the magnetron from the chassis.



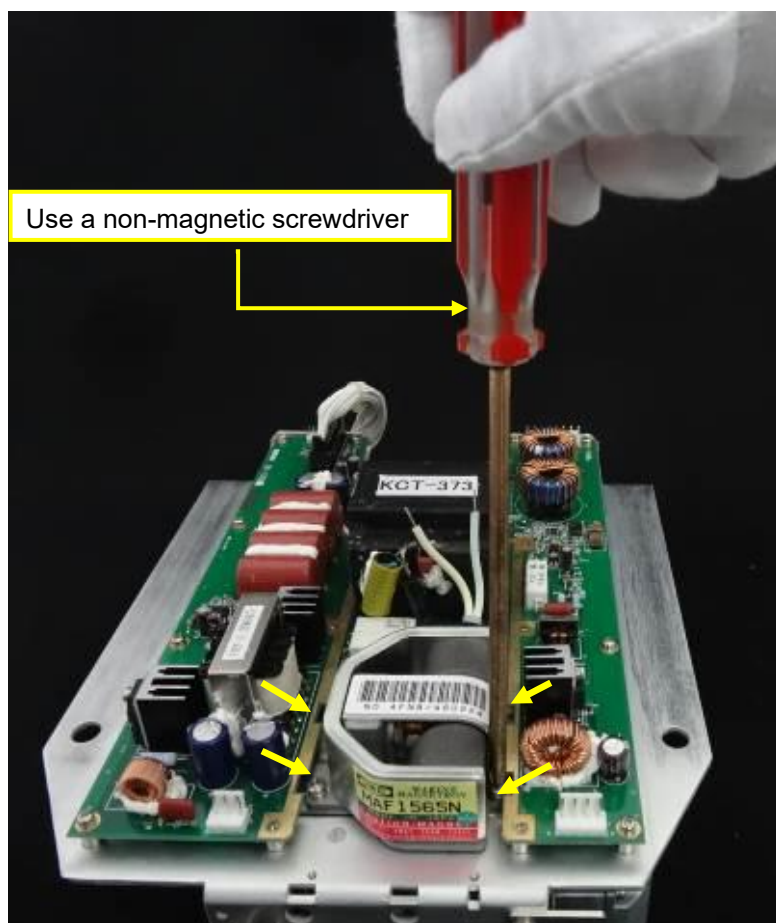
- 4) This picture is the view of the modulator with magnetron removed.



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



6) Attach new magnetron to chassis.

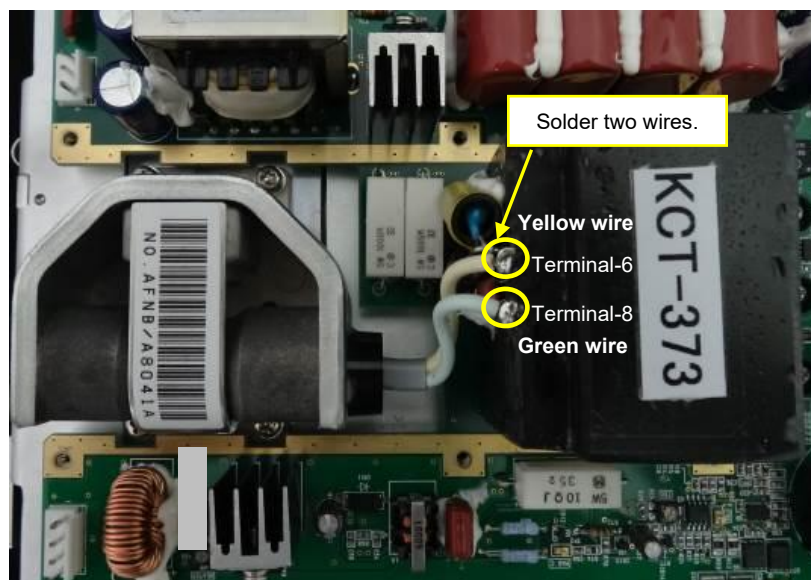


7) Fasten four screws by non-magnetic screwdriver.

Screw: PWSM 4x12B (Quantity 4)

Caution:

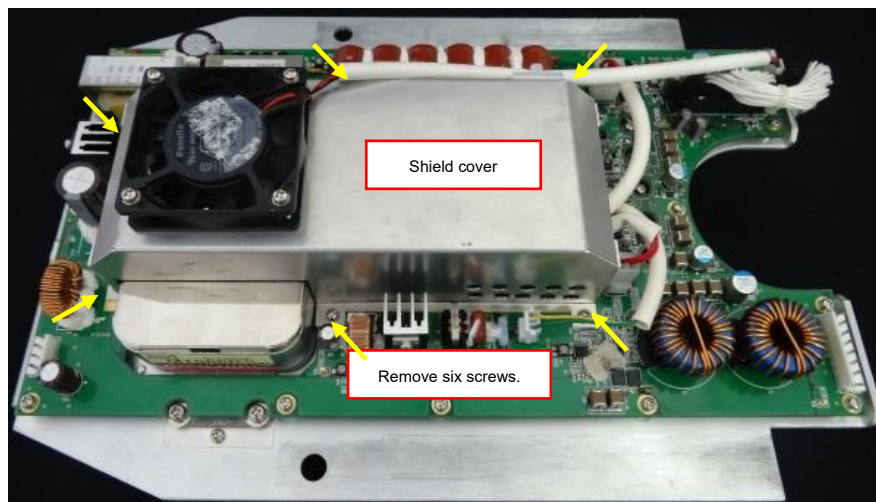
Use a non-magnetic screwdriver, because the contact of the metal tool with the magnetron will cause deterioration of its performance.



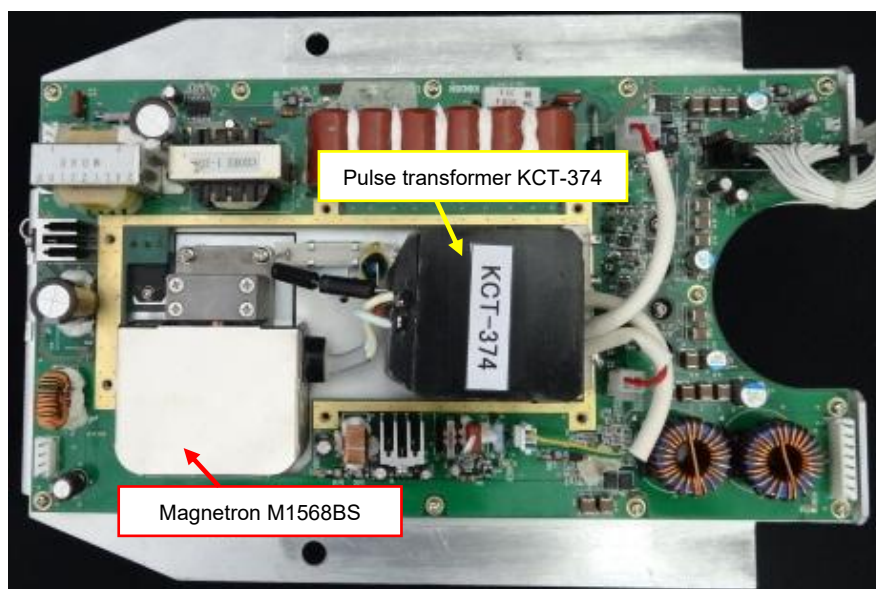
8) Solder the yellow wire and green wire to the pulse transformer terminals.

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

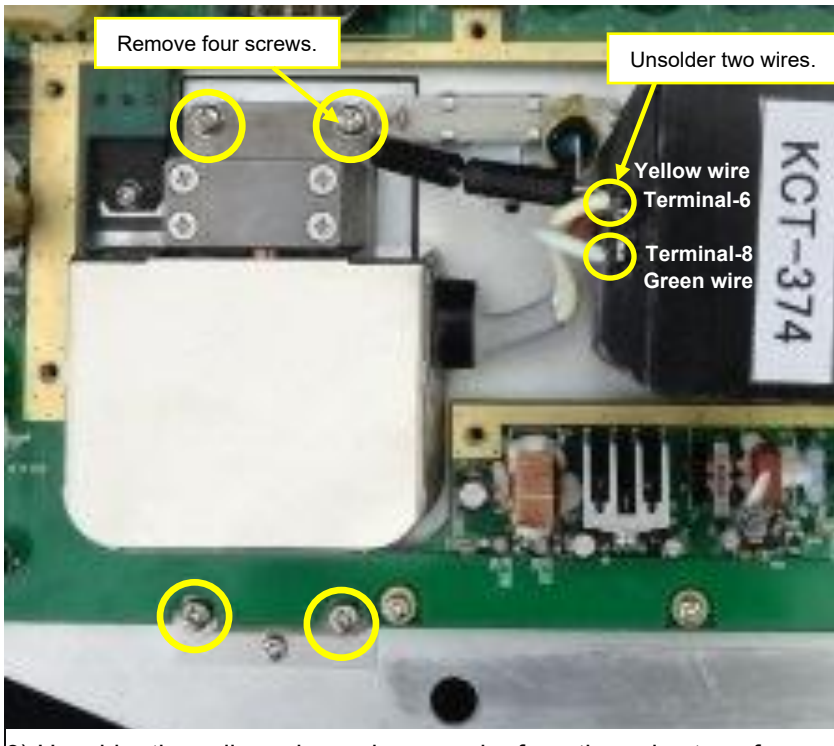
6.3.2 Magnetron replacement (RB809P)



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



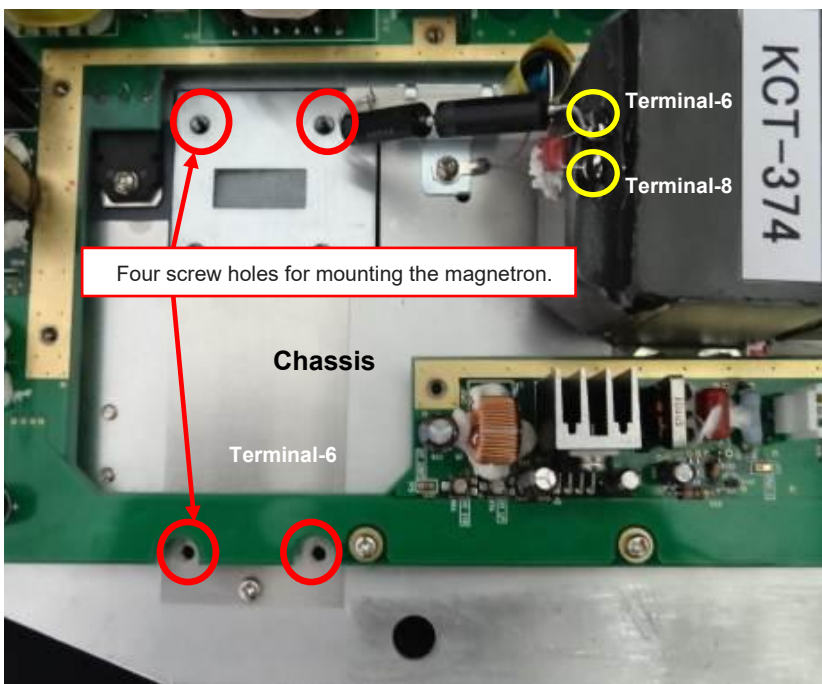
- 2) This picture is the view of the magnetron [M1568BS] and the pulse transformer [KCT-374].



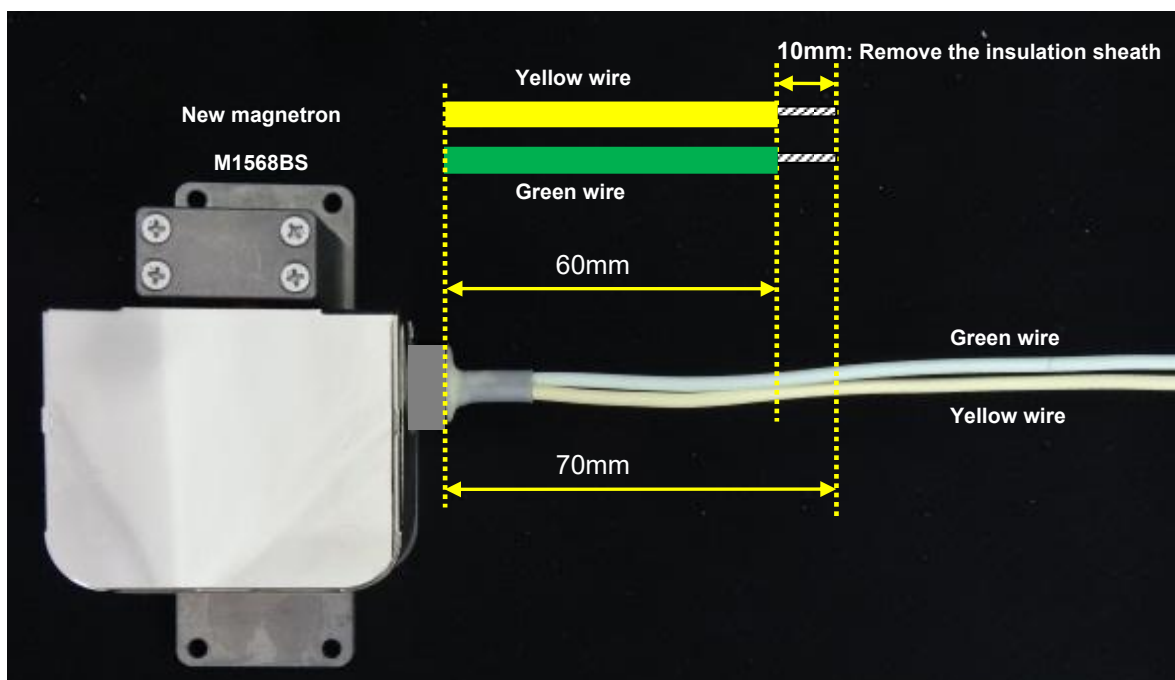
3) Unsolder the yellow wire and green wire from the pulse transformer terminals.

Remove the four screws that secure the magnetron.

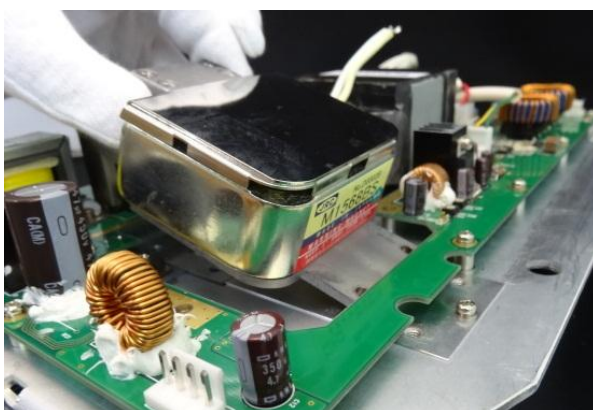
Remove the magnetron from the chassis.



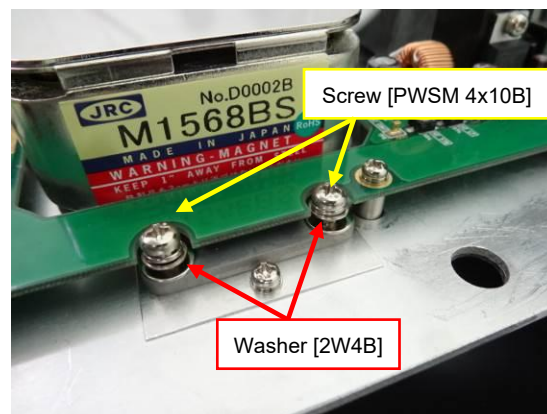
4) This picture is the view of the modulator with magnetron removed.



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

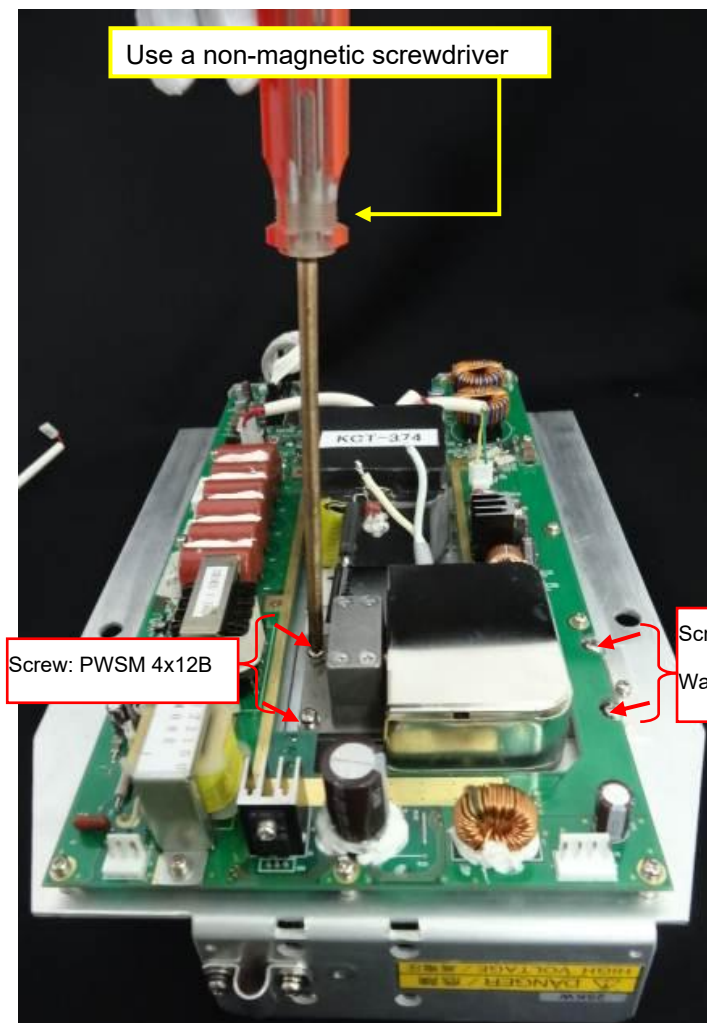


6) Attach new magnetron to the chassis.



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.

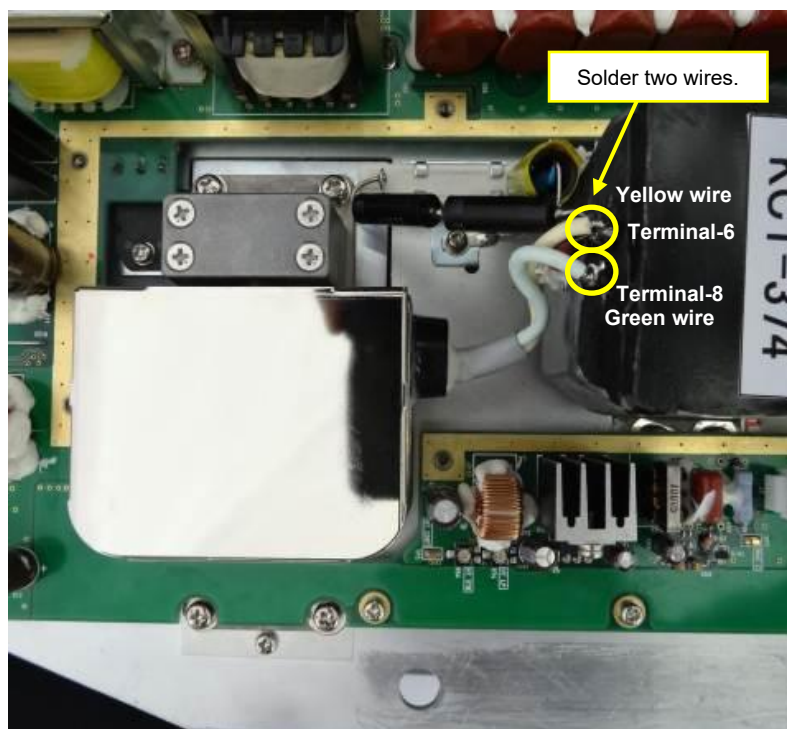
Screw: PWSM 4x12B (Quantity 2)

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].

Chapter 7 Input/output data

7.1 Input data

7.1.1 Validity and integrity of input data

Data indication	HDG	Latitude and Longitude	SPD	COG/SOG	WP
White color	THS-A* HDT	GLL-A,D* GGA-1,2,3,4,5** GNS-A,D,F,P,R*	VBW Status water speed : A VHW	VBW Status ground speed: A VTG-A,D,P*	RMB-A,D* BWC-A,D* RTE/WPL
Yellow color	EPFS has output of GBS which is fault detection as well as GLL, GGA, GNS, VTG, RMB, BWC and WPL. In case Expected error of GBS sentence exceeds 10 m, LAT/LON, COG/SOG will be low integrity. At this time, numerical values of LAT/LON and COG/SOG displayed at the upper right of display are shown in yellow.				
Orange color and XXX.XX	THS-E,M,S,V* HDT(no input)	GLL-E,M,S,N* GGA-0,6,7,8** GNS-E,M,N,S*	VBW Status water speed : V VHW(no input)	VBW Status ground speed: V VTG-E,M,S,N*	RMB-E,M,S,N* BWC-E,M,S,N* RTE/WPL (no input)

* mark is the "Mode indicator" in the data string. Refer to “7.1.2 Details of the data input format”.

** mark is the "quality indicator" in the data string. Refer to “7.1.2 Details of the data input format”.

7.1.2 Details of the data input format

Check sum: All the data from \$ to the check sum position * is calculated by exclusive-OR operation and used as checksum.

Heading

THS	True heading and status
	<p>\$ = THS, x.x, a*hh<CR><LF></p> <div style="margin-left: 80px;"> <div style="text-align: center;"> </div> <div style="text-align: center;">Check sum</div> </div> <div style="margin-left: 60px;"> <div style="text-align: center;"> </div> <div style="text-align: center;">Mode indicator*</div> </div> <div style="margin-left: 40px;"> <div style="text-align: center;"> </div> <div style="text-align: center;">Heading, degrees true</div> </div> <p>Note for IMO mode IL, IN, HE, HN, HC, GA, GP, GL, GN and SN are accepted.</p> <div style="float: right; width: 30%;"> <p>Note* mode indicator A=Autonomous valid E=Estimated invalid M=Manual input invalid S=Simulator mode invalid V=Data not valid invalid</p> </div>

HDT	Heading true
	<p>\$ = HDT, <u>x.x</u>, T*<u>hh</u><CR><LF></p> <p style="margin-left: 100px;"> </p> <p style="margin-left: 100px;"> Check sum</p> <p style="margin-left: 100px;">Heading, degrees true</p> <p>Note for IMO mode</p> <p>II, IN, HE, HN, HC, GA, GP, GL, GN and SN are accepted.</p>

Note: HDG, HDM, VTG, RMC and RMA sentences are not accepted for IMO radar.

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</u>*hh<CR><LF></p> <p> Check sum 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 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>I</u>, <u>x.x</u>, <u>M</u>, <u>x.x</u>, <u>N</u>, <u>x.x</u>, <u>K</u>, <u>a</u>*hh<CR><LF></p> <p> Check sum Mode indicator A/P/D=Valid, E/M/S/N=Invalid Speed over ground, km/h Speed over ground, knots Course over ground, degrees magnetic Course over ground, degrees true 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>I</u>, <u>x.x</u>, <u>M</u>, <u>x.x</u>, <u>N</u>, <u>x.x</u>, <u>K</u>*hh<CR><LF></p> <p> Check sum Speed, km/h Speed, knots Heading, degrees magnetic Heading, degrees true 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</u>*hh<CR><LF></p> <p> Check sum Current speed, knots Direction, degrees magnetic Direction, degrees true </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>*<u>hh</u><CR><LF></p> <p style="text-align: center;"> UTC Year (UTC) Month, 01 to 12 (UTC) Day, 01 to 31 (UTC) Local zone hours (00 h to +/-13 h) Local zone minutes (00 to +59) Check sum </p>

Note: RMC and GGA sentences are not accepted for IMO radar.

Latitude/Longitude

GLL	Geographic position – Latitude/longitude
	<p>\$ = GLL, <u>lll.ll</u>, N/S, <u>yyyy.yy</u>, E/W, <u>hhmmss.ss</u>, <u>A</u>, <u>a</u>*<u>hh</u><CR><LF></p> <p style="text-align: center;"> Latitude Longitude UTC is not used Status Check sum Mode indicator* </p> <p>Note for IMO mode ll, IN, GA, GP, GL, GN, SN and LC are accepted.</p> <p>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>

GGA	Global positioning system (GPS) fix data
	<p>\$ = GGA, <u>hhmmss.ss</u>, <u>lll.ll</u>, N/S, <u>yyyy.yy</u>, E/W, <u>a</u>, , , , , , , , *<u>hh</u><CR><LF></p> <p style="text-align: center;"> UTC of position Latitude Longitude GPS quality indicator Check sum </p> <p>These field is not used.</p> <p>GPS quality indicator 1/2/3/4/5=Valid, 0/6/7/8=Invalid</p> <p>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</p> <p>Note for IMO mode ll, IN, 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>yyyy.yy</u>, E/W, <u>c--c</u>, , , , , , , , <u>a</u>*<u>hh</u><CR><LF></p> <p style="text-align: center;"> Not used Latitude N/S Longitude E/W Mode indicator Not used Check sum </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> <p>Navigation status indicator S=Safe C=Caution U=Unsafe V=Navigational status not used</p>

Note: RMA and RMC sentences are not accepted for IMO radar

Datum

DTM	Datum reference
	<p>\$ -- 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></p> <p> </p>

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</u>*hh<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/MS/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</u>*hh<CR><LF></p> <p> UTC of observation Waypoint latitude N/S Waypoint longitude E/W </p> <p> Note* Mode indicator A/D=Valid E/MS/N=Invalid </p> <p> Bearing, digrees true Bearing, digrees magnetic Distance, nautical miles Waypoint ID 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> *hh<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) Additional w aypoint identifiers w aypoint "n" identifier 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> *hh<CR><LF></p> <p> Waypoint latitude, N/S Waypoint longitude, E/W Waypoint identifier 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, x.X, x.X, a, C-C, C-C, C-C, c-c *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 waypoint identifiers Waypoint "n" identifier Check sum

WPL	Waypoint location
	<p>\$ -- WPL, <u>lll.ll</u>, <u>N/S</u>, <u>yyyy.yy</u>, <u>E/W</u>, <u>c-c</u> *hh<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, <u>x.x</u>, <u>x.x</u>, <u>x.x</u>*hh<CR><LF></p> <p style="text-align: center;"> </p> <p style="text-align: center;"> Water depth relative to the transducer, in metres Offset from transducer, in metres Maximum range scale in use Check sum </p>

DBT	Depth below transducer
	\$ -- DBT, <u>x.x</u> , f, <u>x.x</u> , M, <u>x.x</u> , F * <u>hh</u> <CR><LF>
	<div style="margin-left: 10%;">Water depth, feet</div> <div style="margin-left: 20%;">Water depth, m</div> <div style="margin-left: 30%;">Water depth, fathoms</div> <div style="margin-left: 40%;">Check sum</div>

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>These fields are not used. status* status* status* status* status*</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 Check sum </p> <p>Status, A=Valid V=Invalid "- " 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>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 (NAV/EPFS/SDME) on the back panel.

TTD	Tracked target data
	<pre>! RATTD, hh, hh, x, s--s, x*hh<CR><LF></pre> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;"> hh Hex sentence number, 01 to FF </div> <div style="text-align: center;"> hh Hex sentence number, 01 to FF </div> <div style="text-align: center;"> x Sequential message identifier, 0 to 9 </div> <div style="text-align: center;"> s--s Encapsulated tracked target data Number of fill-bits, 0 to 5 </div> <div style="text-align: center;"> x*hh Check sum Total hex number of sentences needed to transfer the message, 01 to FF </div> </div>

Note: The protocol version zero and protocol version one is supported and is sent together for each target information.

TLB	Target label
	<pre>\$ RATLB, x.x, c--c, x.x, c--c, ...x.x, c--c *hh<CR><LF></pre> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;"> x.x Label assigned to target 'n' Target number 'n' reported by the device </div> <div style="text-align: center;"> c--c Label assigned to target 'n' </div> <div style="text-align: center;"> x.x Additional label pairs (x.x, c--c) </div> <div style="text-align: center;"> c--c Additional label pairs (x.x, c--c) </div> <div style="text-align: center;"> *hh Check sum </div> </div>

TTM	Tracked target message
	<pre>\$ RATTM, xx, x.x, x.x, I, x.x, x.x, I, x.x, x.x, N, c--c, a, a, hhmmss.ss, a, *hh<CR><LF></pre> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;"> xx Target number, 00 to 99 </div> <div style="text-align: center;"> x.x Target distance from own ship </div> <div style="text-align: center;"> x.x Target distance from own ship </div> <div style="text-align: center;"> I Bearing from own ship, degrees true </div> <div style="text-align: center;"> x.x Target speed </div> <div style="text-align: center;"> x.x Target speed </div> <div style="text-align: center;"> I Target course, degrees true </div> <div style="text-align: center;"> x.x Target course, degrees true </div> <div style="text-align: center;"> x.x Time to CPA (min) </div> <div style="text-align: center;"> N Distance of closest point-of-approach </div> <div style="text-align: center;"> c--c Speed/distance units, N </div> <div style="text-align: center;"> a Target label </div> <div style="text-align: center;"> a Reference target=R, null otherwise </div> <div style="text-align: center;"> hhmmss.ss UTC </div> <div style="text-align: center;"> a Type of acquisition A=Automatic M=Manual R=Recorded </div> <div style="text-align: center;"> *hh Check sum </div> </div>

Alert

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</u> <u>hh</u> <CR> <LF></p> <p> <u>x</u>: Sequential message identifier, 0 to 9 <u>x</u>: Sentence number, 1 to 2 <u>hhmmss.ss</u>: Time of last change <u>a</u>: Alert priority, E, A, W or C* <u>a</u>: Alert category, A, B or C <u>aaa</u>: Manufacturer mnemonic code <u>x.x</u>: Alert instance, 1 to 999999 <u>x.x</u>: Alert identifier <u>x.x</u>: Revision counter, 1 to 99 <u>x</u>: Escalation counter, 0 to 9 <u>c</u>: Alert state, A, S, N, O, U or V** <u>hh</u>: 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> <u>xx</u>: Sentence number, 01 to 99 <u>xx</u>: Sequential message identifier, 00 to 99 <u>xx</u>: Number of alert entries <u>x.x</u>: Alert instance <u>aaa</u>: Manufacturer mnemonic code <u>x.x</u>: Alert identifier <u>x.x</u>: Revision counter Alert entry 1 <u>x.x</u>: Additional Alert entries <u>hh</u>: 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</u> <u>hh</u> <CR> <LF></p> <p> <u>hhmmss.ss</u>: Release time <u>aaa</u>: Manufacturer mnemonic code <u>x.x</u>: Alert instance, 1 to 999999 <u>x.x</u>: Alert identifier <u>c</u>: Refused alert command, A, Q, O or S* <u>hh</u>: Check sum </p> <p> Note* A: Acknowledge Q: Request / repeat information O: Responsibility transfer S: Silence </p>

Heartbeat

HBT	Heartbeat supervision sentence
	<p>\$ -- HBT, <u>x.x</u>, <u>A</u>, <u>x*hh</u><CR><LF></p> <div><div>Configured repeat interval</div><div>Equipment status A=Yes, V=No</div><div>Sequential sentence identifier</div><div>Check sum</div></div>

Event message

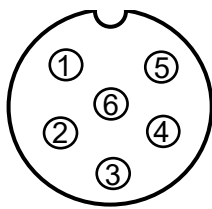
EVE	General event message
	<p>\$ -- EVE, <u>hhmmss.ss</u>, <u>c--c</u>, <u>c--c*hh</u><CR><LF></p> <div><div>Event time</div><div>Tag code used for identification of source of event</div><div>Event description</div><div>Check sum</div></div>

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)



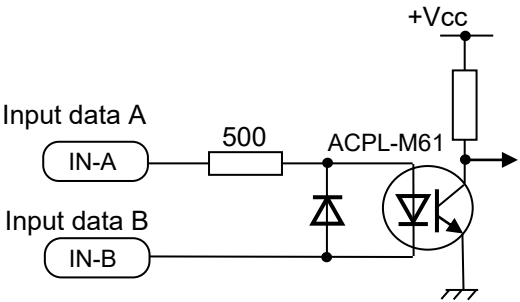
Data connector pin assignment

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):

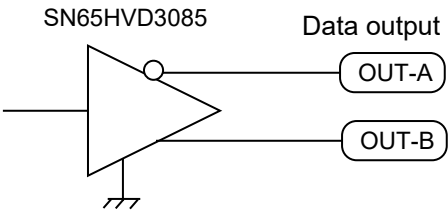
Standard-type signal conforming to IEC61162-1 or
IEC 61162-2 is acceptable.
Input load: 500 Ohm
Circuit configuration: Photo coupler
Type ACPL-M61 (Avago)



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)

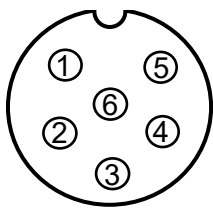


Serial data output circuit

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)

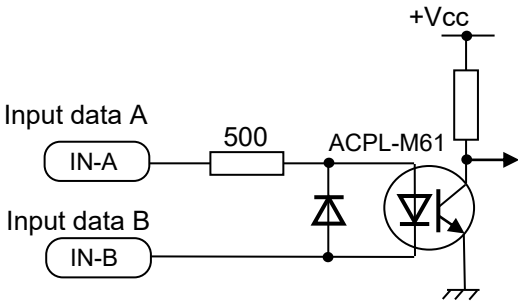


Data connector pin assignment

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):

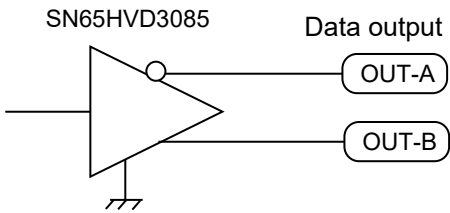
Standard-type signal conforming to IEC61162-1 or IEC 61162-2 is acceptable.
Input load: 500 Ohm
Circuit configuration: Photo coupler
Type ACPL-M61 (Avago)



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

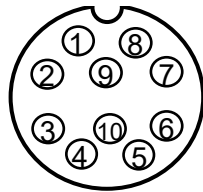
7.4.3 VDR (external monitor) and Alarm output signal specification

Output connector name: VDR & Alarm
Connector used: BU-10PMMP-LC7001
Connector acceptable: BU-10BFFA-LL7001
Pin location is shown below.

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

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

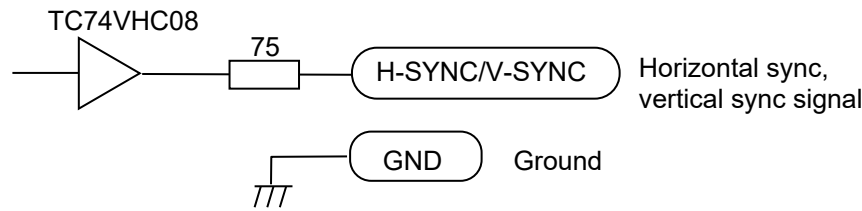


Signal specification
This RGB output is compliant with the image test defined in the VDR test standard IEC61996.
VDR output cannot be deactivated by the user.

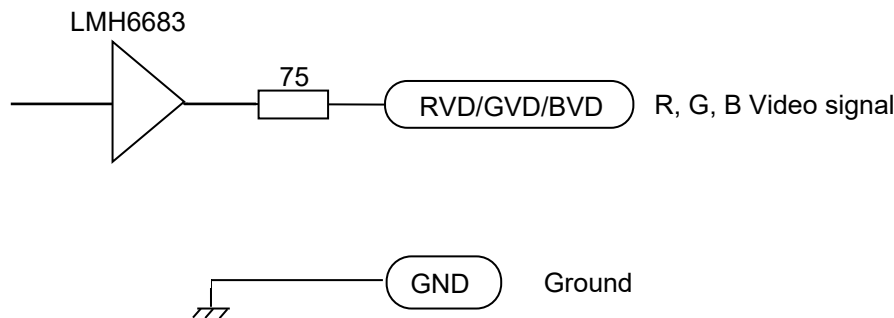
Signal name	Frequency	Polarity	Signal width	Level	Impedance
Horizontal sync signal (H-SYNC)	63.981 kHz	Negative	1.037 μ s	TTL	200 Ω
Vertical sync signal (V-SYNC)	60.0 Hz	Negative	47 μ s	TTL	200 Ω
R, G, B Video signal	-	Positive	-	0.7 V p-p	75 Ω
Alarm output	-	-	Contact*	-	Capacity 1A

* Alarm contact will open in case of failure.

7.4.3.1 Circuit for horizontal sync, vertical sync signal output

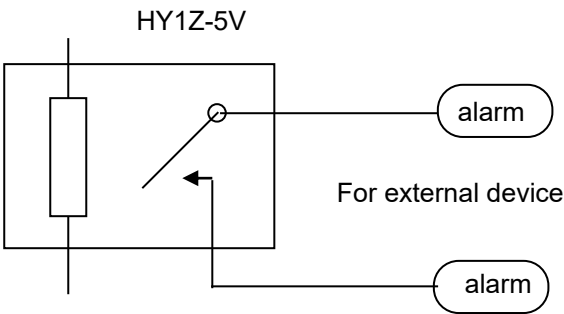


7.4.3.2 Circuit for R, G, B video signal output



7.4.3.3 Alarm contact specification

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



Note: Alarm contact will open in case of failure.

7.4.4 Serial data input/output specification (AIS)

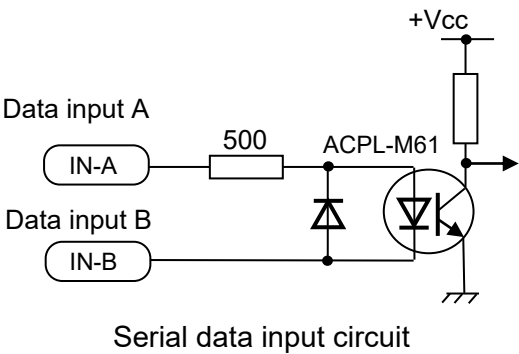
I/O connector AIS (J2)

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

Serial data input (Listener):

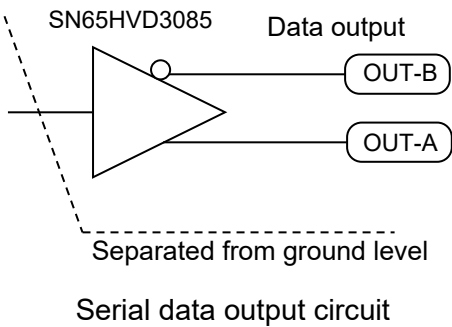
Standard signals conforming to IEC61162-2 is acceptable.

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

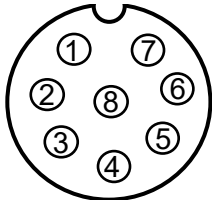


Serial data output circuit (Talker):

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

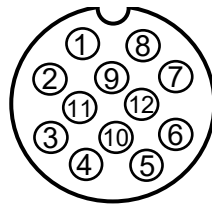
7.4.5 Radar input/output signal specification

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 “7.1.2. 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

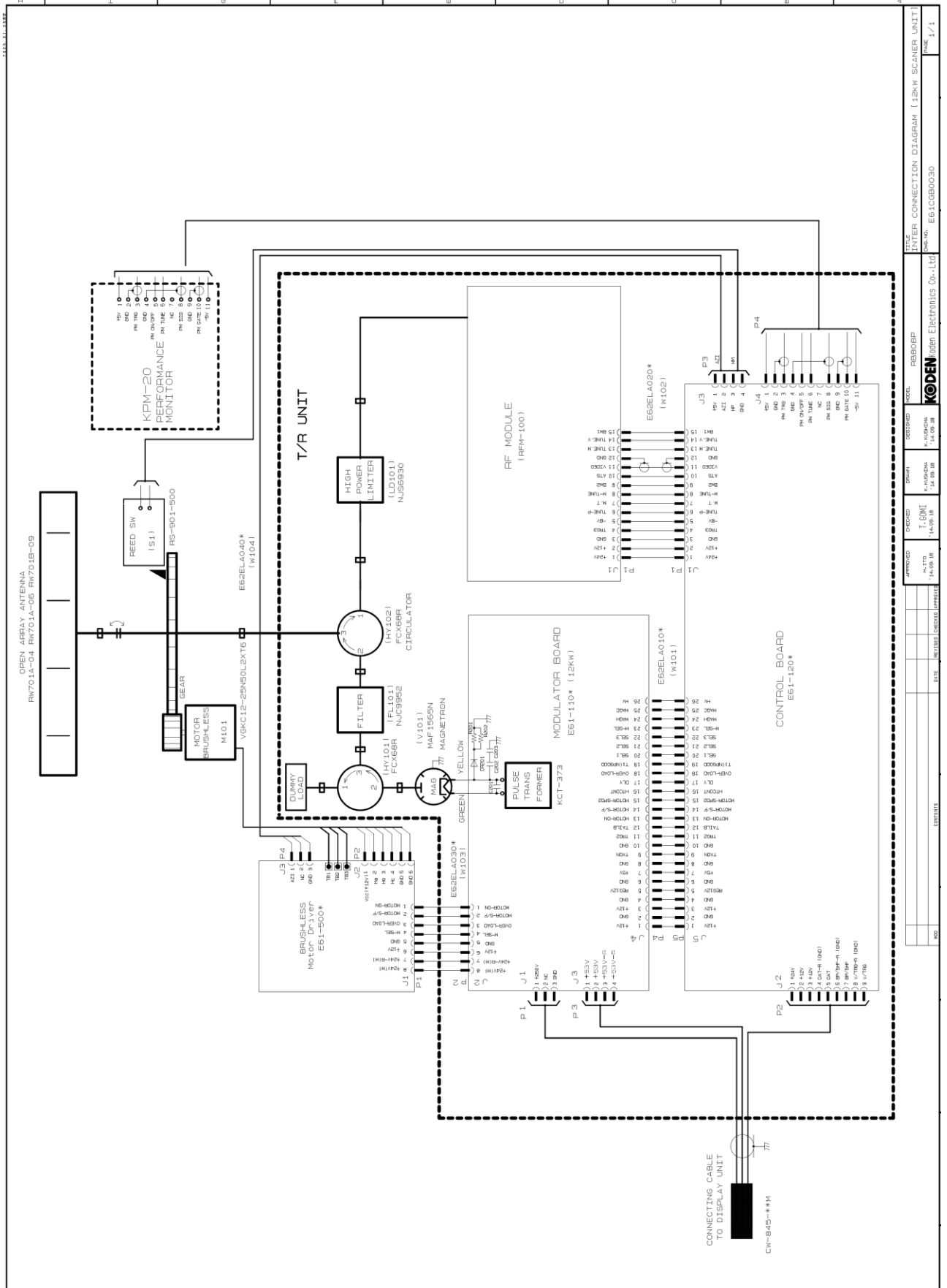
Position

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

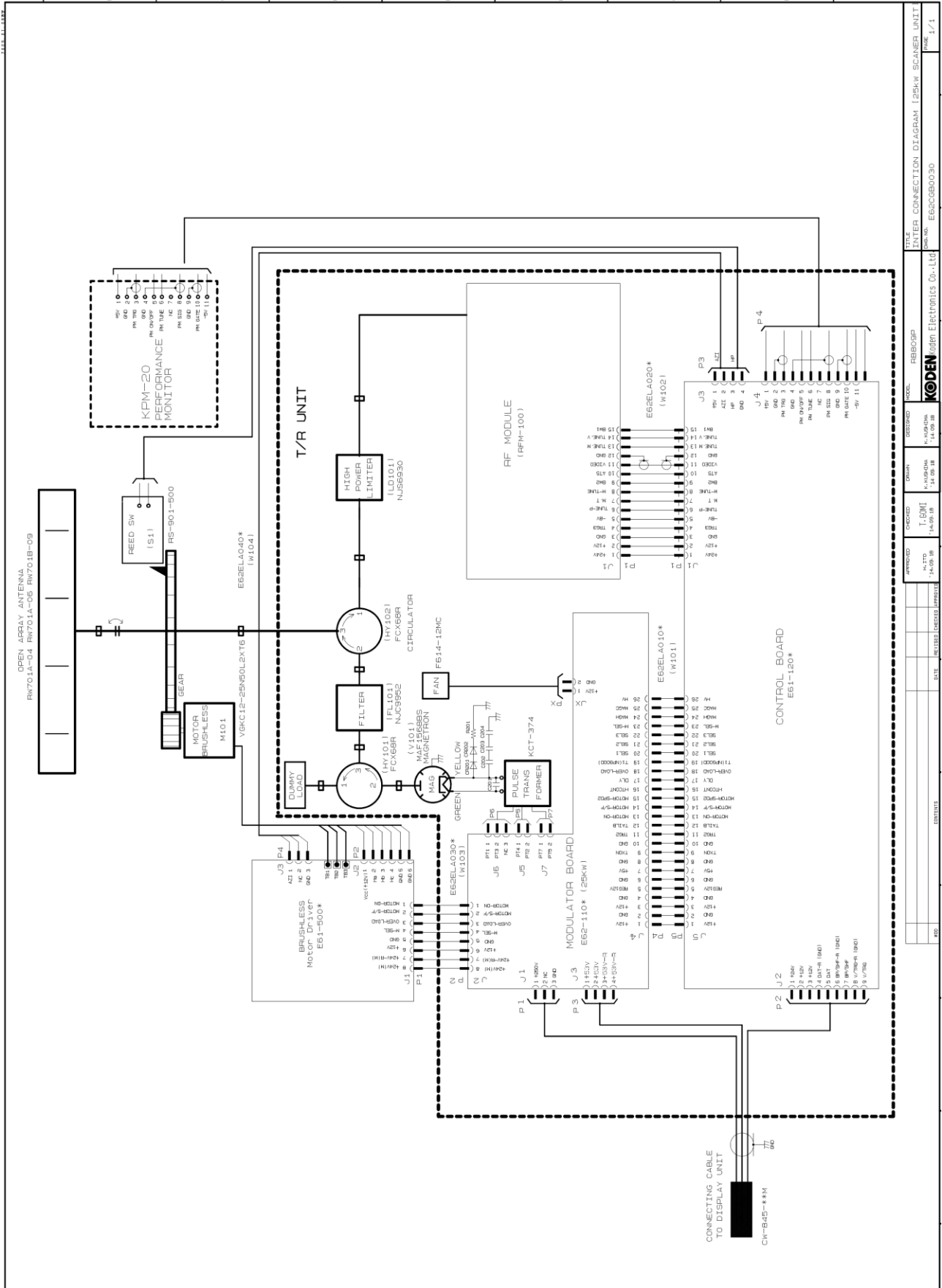
GNS

GN > GP > GL > GA

INTER CONNECTION DIAGRAM (RB808P)



INTER CONNECTION DIAGRAM (RB809P)



0092669006-07B





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