



# NSS evo3S™

## Installation Manual

ENGLISH



[www.simrad-yachting.com](http://www.simrad-yachting.com)



# Preface

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## Disclaimer

As Navico is continuously improving this product, we retain the right to make changes to the product at any time which may not be reflected in this version of the manual. Please contact your nearest distributor if you require any further assistance.

It is the owner's sole responsibility to install and use the equipment in a manner that will not cause accidents, personal injury or property damage. The user of this product is solely responsible for observing maritime safety practices.

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This manual represents the product as at the time of printing. Navico Holding AS and its subsidiaries, branches and affiliates reserve the right to make changes to specifications without notice.

## Governing language

This statement, any instruction manuals, user guides and other information relating to the product (Documentation) may be translated to, or has been translated from, another language (Translation). In the event of any conflict between any Translation of the Documentation, the English language version of the Documentation will be the official version of the Documentation.

## Copyright

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## Warranty

The warranty card is supplied as a separate document. In case of any queries, refer to the brand website of your unit or system:  
[www.simrad-yachting.com](http://www.simrad-yachting.com)

## Compliance statements

### Declarations

The relevant declarations of conformity are available at:  
[www.simrad-yachting.com](http://www.simrad-yachting.com)

### Europe

Hereby, Navico declares that the radio equipment type complies with CE under RED Directive 2014/53/EU. The relevant Declaration of conformity is available in the product's section at the following website:

- [www.simrad-yachting.com](http://www.simrad-yachting.com)


### United Kingdom

Hereby, Navico declares that the radio equipment type complies with UKCA under The Radio Equipment Regulations 2017. The relevant Declaration of conformity is available in the product's section at the following website:

- [www.simrad-yachting.com](http://www.simrad-yachting.com)

## United States of America

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

 **Warning:** Navico is not responsible for any changes or modifications not expressly approved by the party responsible for compliance. Such modifications could void the user's authority to operate the equipment.

→ **Note:** This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that the interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna
- Increase the separation between the equipment and receiver
- Connect the equipment into an outlet on a circuit different from that of the receiver is connected
- Consult the dealer or an experienced technician for help

## ISED Canada

This device complies with ISED (Innovation, Science and Economic Development) Canada's license-exempt RSSs. Operation is subject to the following two conditions: (1) This device may not cause interference; and (2) This device must accept any interference, including interference that may cause undesired operation of the device.

La traduction française de ce document est disponible sur le site Web du produit.

## Australia and New Zealand

Complies with the requirements of level 2 devices of the Radiocommunications (Electromagnetic Compatibility) standard 2017 and Radiocommunications (Short Range Devices) standards 2021.

## Internet usage

Some features in this product use an internet connection to perform data downloads and uploads.

Internet usage via a connected mobile/cell phone internet connection or a pay-per-MB type internet connection may require large data usage. Your service provider may charge you based on the amount of data you transfer. If you are unsure, contact your service provider to confirm rates and restrictions.

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### Navico product references

This manual refers to the following Navico products:

- Broadband Radar™ (Broadband Radar)
- GoFree™ (GoFree)
- Halo™ Pulse Compression Radar (Halo Radar)


## About this manual

Images used in this manual might not exactly match the screen on your unit.

### Important text conventions

Important text that requires special attention from the reader is emphasized as follows:

→ **Note:** Used to draw the reader's attention to a comment or some important information.

 **Warning:** Used when it is necessary to warn personnel that they should proceed carefully to prevent risk of injury and/or damage to equipment/personnel.

### Intended audience

This manual is written for system installers.

The manual assumes that the reader has basic knowledge about this type of equipment with regards to:

- installation work to be carried out
- nautical terminology and practices

### Translated manuals

Available translated versions of this manual can be found on the following website:

- [www.simrad-yachting.com](http://www.simrad-yachting.com)

# Contents

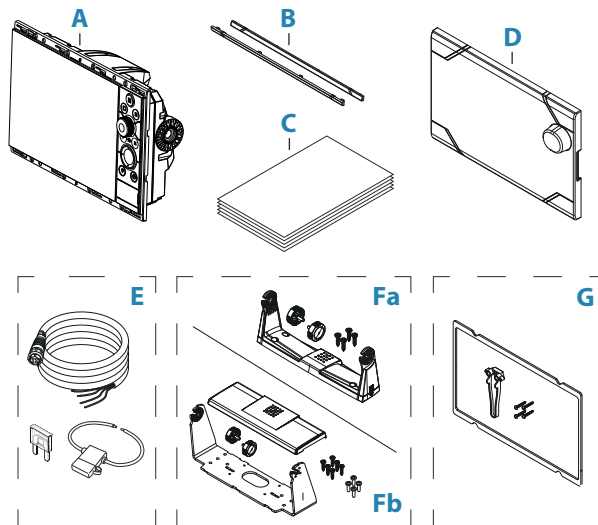
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# 1

## Introduction

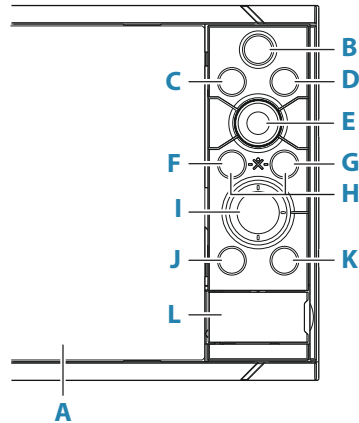
### Parts included



- A** Display unit
- B** Bezel trim
- C** Documentation pack
- D** Sun cover
- E** Power cable kit
  - Power cable
  - Fuse
  - Fuse holder
- Fa** U-bracket kit - 9" units
  - Plastic U-bracket
  - Bracket knobs
  - Mounting screws
    - 4x #10x3/4" self-tapping pan head
- Fb** U-bracket kit - 12" units
  - Metal U-bracket
  - Bracket cover
  - Bracket knobs
  - Mounting screws
    - 6x #14x1" self-tapping pan head
    - 4x M4x12 pan head
- G** Panel mounting kit
  - Gasket
  - Screw jig
  - Mounting screws
    - 9" and 12" units: 8x #4x1/2" self-tapping pan head
    - 16" units: 12x #4x1/2" self-tapping pan head

→ **Note:** U-bracket kit for 16" units is sold separately.

## Front controls



### A Touch screen

### B Pages/Home

- Press to open the Home page for page selection and setup options.

### C WheelKey - user configurable key. Refer to "Configure WheelKey" on page 26.

Default without an autopilot connected to the system:

- Short press: toggles between panels on split screen.
- Long press: maximizes active panel on split screen.

Default with an autopilot connected to the system:

- Short press: opens the autopilot controller and puts the autopilot in standby mode.
- Long press: toggles between panels on split screen.

### D Menu key

- Press to display the active panel's menu.

### E Rotary knob

- Turn to zoom or scroll the menu, press to select an option.

### F Enter key

- Press to select an option or to save settings.

### G Exit key

- Press to exit a dialog, return to previous menu level, and clear the cursor from the panel.

### H MOB

- Press simultaneously the Enter and Exit keys to create a MOB at the vessel's position.

### I Arrow keys

- Press to activate the cursor or to move the cursor.
- Menu operation: press to navigate through menu items and to adjust a value.

### J Mark key

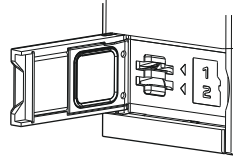
- Press to place waypoint at vessel position or at cursor position when the cursor is active.
- Press and hold to open the Plot dialog from where you can select options to add new or manage existing waypoints, routes and tracks.

#### **K Power key**

- Press and hold to turn the unit ON/OFF.
- Press once to display the System Controls dialog. Repeat short presses to toggle through the default dimming levels.

#### **L Card reader door**

### Card reader



A memory card can be used for:

- Chart data
- Software updates
- Transfer of user data
- Logging user data
- System backup

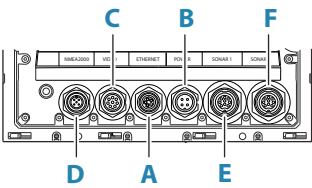
→ **Note:** Do not download, transfer or copy files to a chart card. Doing so can damage chart information on the chart card.

The protective door should always be securely shut immediately after inserting or removing a card, in order to prevent possible water ingress.

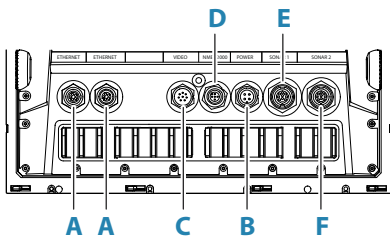
## Connectors

## Connectors

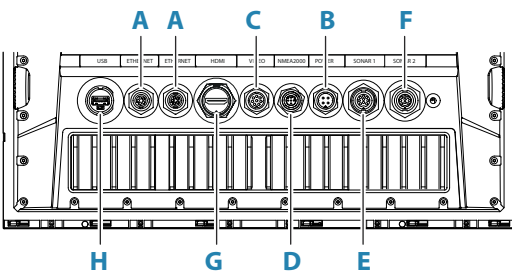
**9" units**



**12" units**



**16" units**



- A Ethernet** - Ethernet network
- B Power** - power, power control, and external alarm
- C Video** - composite video and NMEA 0183®
- D NMEA 2000®** - NMEA 2000® data
- E Sonar CH1**
- F Sonar CH2**
- G HDMI®** - HDMI® video output
- H USB connector** - mouse, keyboard or mass storage

# 2

## Installation

### General mounting guidelines

 **Warning:** Do not install the unit in a hazardous/flammable atmosphere.

→ **Note:** Choose a mounting location that will not expose the unit to conditions that exceed the technical specifications.

#### Mounting location

This product generates heat which must be considered when choosing the mounting location.

Ensure that the selected area allows for:

- Cable routing, cable connection and cable support.
- Connection and use of portable storage devices.
- Viewing any LED indicators.
- Easy access to serviceable parts.

Do also consider:

- The free space around the unit to avoid overheating.
- The mounting surface's structure and strength, with regard to the weight of the equipment.
- Any mounting surface vibration that might damage the equipment.
- Hidden electrical wires that might be damaged when drilling holes.

#### Ventilation

Inadequate ventilation and subsequent overheating of the unit may cause reduced performance and reduced service life.

Ventilation behind units is recommended for all units which are not bracket mounted.

Ensure that cables do not obstruct the airflow and that the ventilation holes are not blocked.

Examples of enclosure ventilation options, in order of preference, are:

- Positive pressure air from the vessel's air conditioning system.
- Positive pressure air from local cooling fans (fan required at input, fan optional at outlet).
- Passive airflow from air vents.

#### Electrical and radio frequency interference

This unit conforms to the appropriate Electromagnetic Compatibility (EMC) regulations. To ensure that the EMC performance is not compromised, the following guidelines apply:

- Separate battery used for the vessel engine.
- Minimum 1 m (3 ft) between the device, the device's cables and any transmitting equipment or cables with radio signals.
- Minimum 2 m (7 ft) between the device, the device's cables and the SSB radio.
- More than 2 m (7 ft) between the device, the device's cables and the radar beam.

#### Wi-Fi®

It is important to test the Wi-Fi® performance before the location of the unit is decided.

Construction material (steel, aluminum, or carbon) and heavy structure might affect Wi-Fi® performance.

The following guidelines apply:

- Select a location where there is a clear, direct line of sight between Wi-Fi® connected units.
- Keep the distance between Wi-Fi® units as short as possible.
- Mount the Wi-Fi® unit at least 1 m (3 ft) away from:
  - Other Wi-Fi® enabled products.

- Products that send wireless signals in the same frequency range.
- Equipment that might generate interference.

### Compass safe distance

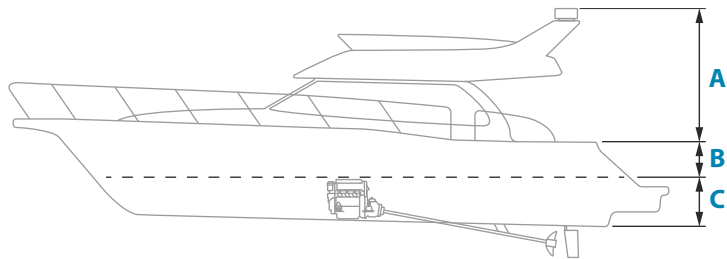
The unit outputs electromagnetic interference that can cause inaccurate readings on a nearby compass. To prevent compass inaccuracy the unit must be mounted far enough away so the interference does not affect compass readings. For minimum compass safe distance, refer to *"Technical specifications"* on page 43.

### GPS

It is important to test the GPS performance before the location of the unit is decided.

Construction material (steel, aluminum, or carbon) and heavy structure might affect GPS performance. Avoid a mounting location where metal obstacles block the view of the sky.

A well placed external GPS module can be added to overcome poor performance.



- A** Optimal location (above deck)
- B** Less effective location
- C** Not recommended location

→ **Note:** Consider the lateral swinging if mounting the GPS sensor high above the sea level. Roll and pitch might give false positions and affect the true directional movement.

### Touchscreen

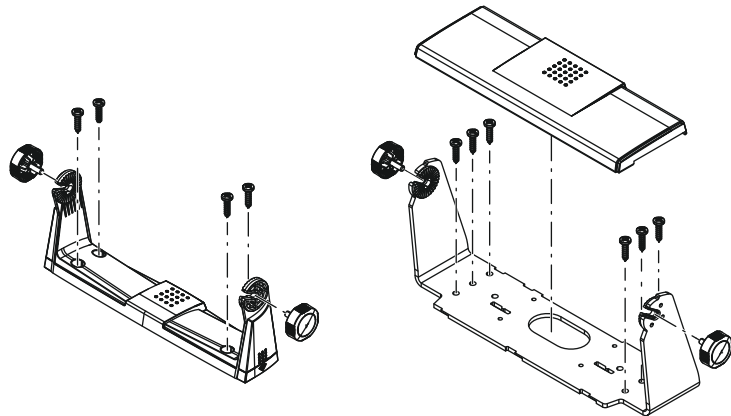
Touchscreen performance can be affected by the location of the unit. Avoid locations where the screen is exposed to:

- Direct sunlight.
- Prolonged rainfall or floating water.

## U-bracket mounting

- 1 Place the bracket in the desired mounting location. Ensure that the chosen location has enough height to accommodate the unit fitted in the bracket, and allows tilting of the unit. Also adequate space is required on both sides to allow tightening and loosening of the knobs.
- 2 Mark the screw locations using the bracket as a template, and drill pilot holes.
- 3 Screw down the bracket using fasteners that are suitable for the material you are mounting the bracket on.
- 4 For metal brackets, install the plastic cover over the lower part of the bracket.
- 5 Mount the unit to the bracket using the knobs. Hand tighten only.

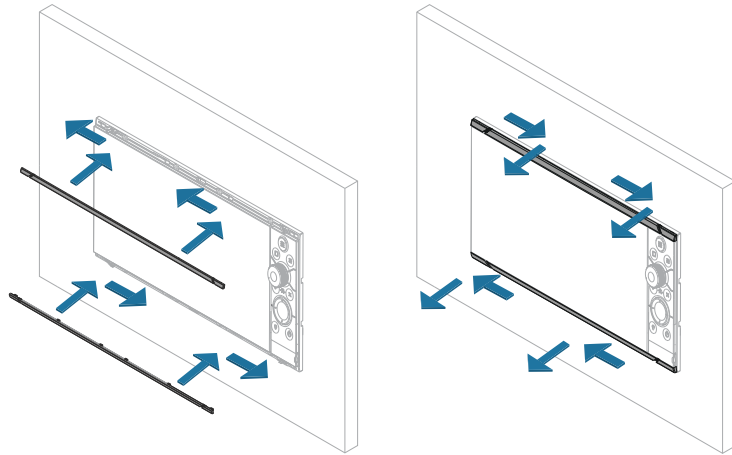
The screws shown below are for illustration purposes only. Use fasteners that are suitable for the material you are mounting the bracket on.



## Panel mounting

Refer to the separate mounting template for panel mounting instructions.

## Bezel fitment and removal



→ **Note:** The unit in the illustration is an example only.

# 3

## Wiring

### Connectors

Different models have different connectors. For available connectors and connector layout refer to "Connectors" on page 10.


### Wiring guidelines


Don't:

- Make sharp bends in the cables.
- Run cables in a way that allows water to flow down into the connectors.
- Run the data cables adjacent to radar, transmitter, or large/high current carrying cables or high frequency signal cables.
- Run cables so they interfere with mechanical systems.
- Run cables over sharp edges or burrs.

Do:

- Make drip and service loops.
- Use cable-ties on all cables to keep them secure.
- Solder/crimp and insulate all wiring connections if extending or shortening the cables. Extending cables should be done with suitable crimp connectors or solder and heat shrink. Keep joins as high as possible to minimize possibility of water immersion.
- Leave room adjacent to connectors to ease plugging and unplugging of cables.

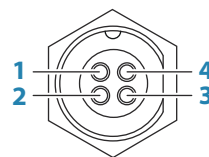
 **Warning:** Before starting the installation, be sure to turn electrical power off. If power is left on or turned on during the installation, fire, electrical shock, or other serious injury may occur. Be sure that the voltage of the power supply is compatible with the unit.

 **Warning:** The positive supply wire (red) should always be connected to (+) DC with a fuse or a circuit breaker (closest available to fuse rating).

### Power

The power connector is used for power, power control and for external alarm output.

#### Power connector details



Unit socket (male)

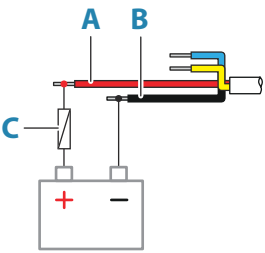
Pin	Purpose
1	DC negative
2	External alarm
3	Power control
4	+12/24 V DC

#### Power connection

The unit is designed to be powered by 12 or 24 V DC system.

It is protected against reverse polarity, under voltage, and over voltage (for a limited duration).

A fuse or circuit breaker should be fitted to the positive supply. For recommended fuse rating refer to *"Technical specifications"* on page 43.



Key	Purpose	Color
A	+12/24 V DC	Red
B	DC negative	Black
C	Fuse	

### Power control connection

The yellow wire in the power cable can be used to control how the unit is turned on and off.

#### Power controlled by power key

The unit will turn on/off when the power key on the unit is pressed.

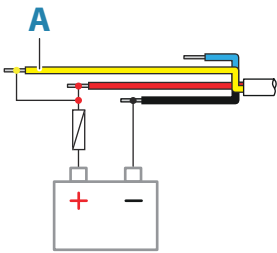
Leave the yellow power control wire disconnected and tape or heat-shrink the end to prevent shorting.

#### Power control by supply power

The unit will turn on/off without using the power key when power is applied/removed.

Connect the yellow wire to the red wire after the fuse.

→ **Note:** The unit cannot be powered down by power button, but can be put in to standby mode (the screen backlight turns off).

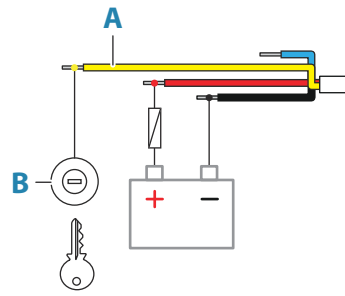


Key	Purpose	Color
A	Power control wire, connected to supply power	Yellow

#### Power controlled by ignition

The unit will turn on once ignition is turned on to start engines.

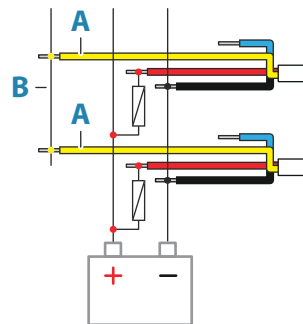
→ **Note:** Engine start batteries and house batteries should have a common ground connection.



Key	Purpose	Color
<b>A</b>	Power control wire	Yellow
<b>B</b>	Ignition switch	

### ***Power controlled by power bus***

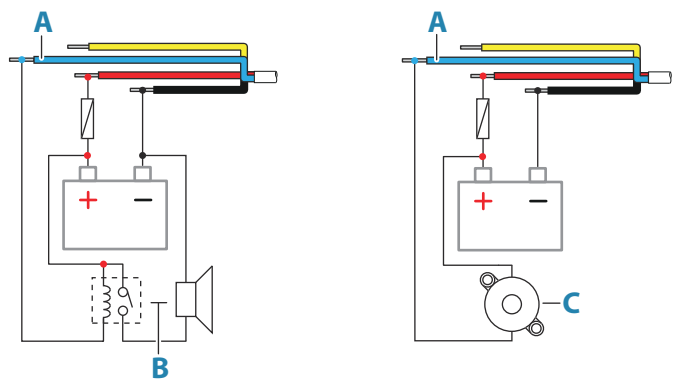
The yellow power control wire can either be an input that will turn on the unit when power is applied, or an output that turns on other devices when the unit is powered on. It can be configured at the installation stage to control the power state of displays and compatible devices. When commissioning the system, the unit can be set to be a power control slave or power control master.



Key	Purpose	Color
<b>A</b>	Power control wire	Yellow
<b>B</b>	Power control bus	

If a unit is configured as power control master and turned on by the power key, it will output voltage on the power bus. This will power on both other power master units and power slave units. If a unit is set to power control slave, it cannot be powered down using its own power key while a power control master unit is turned on. Pressing the power key will set the unit to standby. If all power control masters are off, power control slaves can be turned on and off using their own power key. However, this will not turn on any other units connected to the power bus.

External alarm



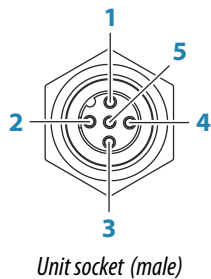
For sirens that draw more than 1 A, use a relay.

Key	Purpose	Color
A	External alarm output	Blue
B	Siren and relay	
C	Buzzer	

NMEA 2000®

The NMEA 2000® data port allows receiving and sharing of a multitude of data from various sources.

Connector details



Pin	Purpose
1	Shield
2	NET-S (+12 V DC)
3	NET-C (DC negative)
4	NET-H
5	NET-L

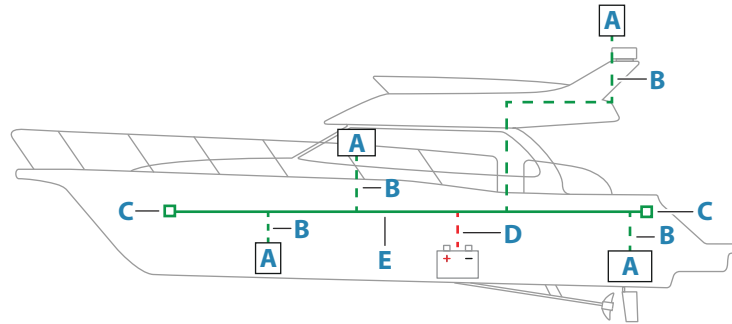
Plan and install an NMEA 2000® network

An NMEA 2000® network consists of a powered backbone from which drop cables connect to NMEA 2000® devices. The backbone needs to run within 6 m (20 ft) of the locations of all products to be connected, typically in a bow to stern layout.

The following guidelines apply:

- The total length of the backbone should not exceed 100 meters (328 ft).
- A single drop cable has a maximum length of 6 meters (20 ft). The total length of all drop cables combined should not exceed 78 meters (256 ft).

- A terminator must be installed at each end of the backbone. The terminator can be a terminator plug or a unit with a built-in terminator.



- A** NMEA 2000® device
- B** Drop-cable
- C** Terminator
- D** Power supply
- E** Backbone

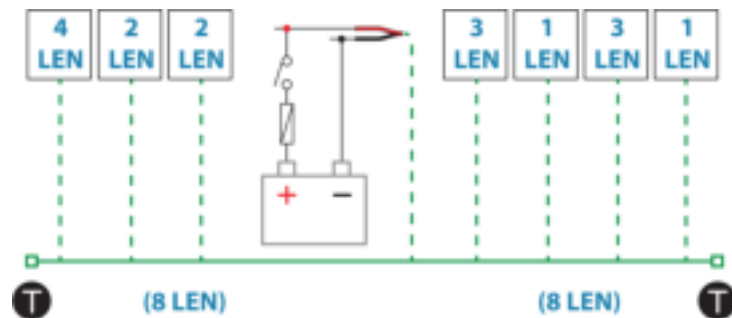
### Powering the NMEA 2000® network

The network requires its own 12 V DC power supply, protected by a 3 A fuse.

For smaller systems: connect power at any location in the backbone.

For larger systems: connect power at a central point in the backbone to balance the voltage drop of the network. Make the installation such that the load/current draw on each side of the power node is equal.

→ **Note:** 1 LEN (Load Equivalency Number) equals 50 mA current draw.

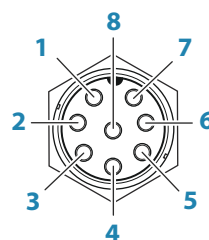


→ **Note:** Do not connect the NMEA 2000® power cable to the same terminals as the engine start batteries, autopilot computer, bow thruster or other high current devices.

### Video IN and NMEA 0183®

The unit has a combined Video IN and NMEA 0183® connector. The connector is labelled VIDEO on the rear of the unit.

#### Connector details

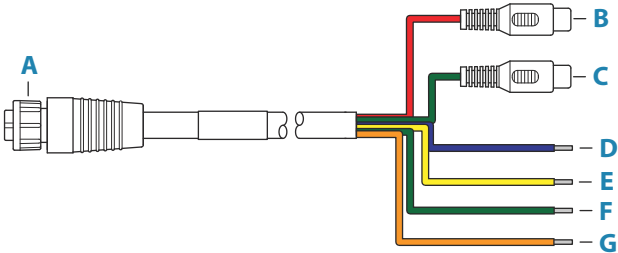


Unit socket (male)

Pin	Purpose
1	Video 1 Ground
2	Video 1 (+)
3	Video 2 Ground
4	Video 2 (+)
5	NMEA 0183® TX_B
6	NMEA 0183® TX_A
7	NMEA 0183® RX_A
8	NMEA 0183® RX_B

### VIDEO IN/NMEA 0183® cable

→ **Note:** This cable (part number 000-00129-001) is not included with the unit.



Key	Color	Purpose
A		Video in/data cable connector to unit
B	Red	Camera input 1 (RCA coaxial connector)
C	Green	Camera input 2 (RCA coaxial connector)
D	Blue	NMEA 0183® TX_B
E	Yellow	NMEA 0183® TX_A
F	Green	NMEA 0183® RX_A
G	Orange	NMEA 0183® RX_B

### Video input

The unit can be connected to a composite video source, and display video images on its display.

- **Note:** Camera cables are not supplied, and will need to be selected to suit termination - RCA at the unit, and typically BNC or RCA plug at the camera end.
- **Note:** The video images will not be shared with another unit via the network. It is only possible to view video on the unit connected to the video source.
- **Note:** Both NTSC and PAL formats are supported.

### Video input configuration

Configurations to video input are made in the video panel. Refer to the Operator Manual for more information.

### NMEA 0183®

The unit has a built in NMEA 0183® serial interface, providing both input and output. The port(s) uses the NMEA 0183® (serial balanced) standard, and can be configured in the software for different baud rates up to 38,400 baud.

**Talkers and listeners**

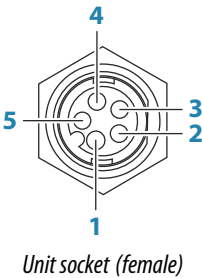
Only one talker (output device) can be connected to a serial input (RX) on the unit, in accordance with the NMEA 0183® protocol. However, an output port (TX) on the unit may be connected to up to three listener (receiver) devices, dependent on the hardware capabilities of the receiver.

**Ethernet**

The Ethernet port(s) can be used for transfer of data and synchronization of user created data. It is recommended that each device in the system is connected to the Ethernet network.

No special setup is required for establishing an Ethernet network.

**Ethernet connector details**



Pin	Purpose
1	Transmit positive TX+
2	Transmit negative TX-
3	Receive positive RX+
4	Receive negative RX-
5	Shield

**Ethernet expansion device**

Connection of network devices can be made via an Ethernet expansion device. Additional expansion devices can be added to provide the required number of ports.

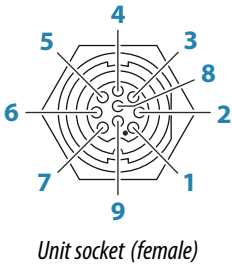
## Sonar CH1 - blue connector

Supports:

- Sonar / CHIRP Sonar
- DownScan

→ **Note:** A 7-pin transducer cable can be connected to a 9-pin port using a 7-pin to 9-pin adaptor cable. However, if the transducer has a paddle wheel speed sensor, the water-speed data will not be displayed on the unit.

### Connector details



Pin	Purpose
1	Drain/Ground
2	Not used
3	Not used
4	Transducer -
5	Transducer +
6	Not used
7	Not used
8	Temp +
9	Transducer ID

## Sonar CH2 - black connector

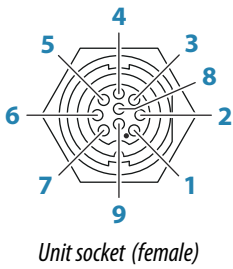
Supports:

- Sonar / CHIRP Sonar  
DownScan  
SideScan  
Active Imaging/Active Imaging 3-in-1/TotalScan/StructureScan  
ForwardScan

→ **Note:** A 7-pin transducer cable can be connected to a 9-pin port using a 7-pin to 9-pin adaptor cable. However, if the transducer has a paddle wheel speed sensor, the water-speed data will not be displayed on the unit.

→ **Note:** Channel 2 can do SideScan via an Active Imaging, Active Imaging 3-in-1, TotalScan, or StructureScan HD transducer.

Connector details



Pin	Purpose
1	Drain/Ground
2	Starboard +
3	Starboard -
4	Transducer -
5	Transducer +
6	Port +
7	Port -
8	Temp
9	Transducer ID

HDMI® out (16")

The unit can be connected to an external monitor to replicate video at a remote location. The image is shown on the external monitor at the units own native resolution, so the external monitor should support the same resolution or be able to scale.

→ **Note:** Some HDMI® TV displays may apply over-scan, which will in effect crop the image possibly causing loss of important content. Check the display manual for an option to disable over-scan or adjust scaling.

HDMI® connector details



The unit is equipped with standard HDMI® (Type A) connector(s).

HDMI® cable requirements

→ **Note:** The unit should be turned off prior to connecting or disconnecting an HDMI® cable.

While the HDMI® standard does not state maximum cable length, signal may be compromised on long runs. Only use Navico or other high quality HDMI® certified cables. 3rd party cables should be tested before installation. On runs over 10 m it may be required to add an HDMI® amplifier or use HDMI®-CAT6 adaptors.

USB port

The USB port can be used to:

- Connect a keyboard.
- Connect a mouse.

- Charge a connected device. For maximum output power refer to the "*Technical specifications*" on page 43.
  - Connect a storage device.
  - Connect a card reader.
- **Note:** If you want to read chart cards using a USB card reader connected to the USB port, an MI10 USB card reader is required.

The USB devices should be standard PC compatible hardware.

- **Note:** USB cable length should not exceed 5 m when using regular cables. Lengths over 5 m may be possible with the use of an active USB cable.

### USB connector details



*Unit socket (female)*

The unit is equipped with standard USB type-A connector(s).

# 4

## System setup

### Turning the system on and off

The system is turned on by pressing the Power key.

Press and hold the Power key to turn the unit off.

If the key is released before the shut-down is completed, the power off process is cancelled.

You can also turn the unit off from the System Controls dialog.

→ **Note:** If the unit power is controlled by the power control wire, refer to power control wiring for details about turning the unit on and off.

### First time startup

When the unit is started for the first time, or after a reset, the unit displays a series of dialogs. Respond to the dialog prompts to make fundamental settings.

You can perform further setup and later change settings using the system settings dialogs.

### System setup sequence

- 1 General settings** - refer to "*System settings*" on page 25.
  - Make general settings as desired.
  - Configure the power control.
- 2 Advanced settings** - refer to "*Advanced*" on page 26.
  - Enable or disable features.
  - Review the advanced setting options and make changes as desired.
- 3 Source selection** - refer to "*Network settings*" on page 37.
  - Make sure that the proper external data sources have been selected.
- 4 Feature setup**
  - Configure specific features as described later in this chapter.

### The settings dialog

The system setup is done from the settings dialog.



### System settings



## Boat settings

Used to specify the physical attributes of the boat.

## Time

Configure time settings to suit vessel location, along with time and date formats.

## Configure WheelKey

Configures the action of the WheelKey on the front of the unit.

## PIN code

Sets a PIN code to prevent unauthorized access to your system's settings.

→ **Note:** Record the PIN code and store it in a safe place.

When you establish password protection, the PIN code must be entered when any of the following are selected. After the correct PIN code is entered, all of them can be accessed without re-entering the PIN code.

- Settings, activated from the home page or system controls dialog.
- Alarms, activated from the toolbar.
- Storage, activated from the toolbar.
- Store, activated from the toolbar.

## Power control setup

Determines unit response to signals applied to the power control wire. Refer to *"Power control connection"* on page 16.

This setting is only applicable if the yellow wire is used for power control.

- Set to slave if the power control wire is connected directly to power, the ignition switch, or to a stand-alone switch. The unit should also be set to slave if you want the unit to behave as a slave when connected to a power control bus.
- Set to master to make this unit turn other devices connected to the power control bus on and off.

When a master unit is turned on or off, all units connected to the same power control bus turns on or off.

While a master unit is on, a slave unit cannot be turned off.

If no master unit is turned on, slave units can be turned on and off individually.

## Advanced

Used for configuration of advanced settings and how your system displays various user interface information.

### Enabling or disabling features

Use the feature option to enable or disable features that are not automatically enabled or disabled by the system.



## SOG as boat speed and COG as heading



### Use SOG as boat speed

If boat speed is not available from a paddle wheel sensor, it is possible to use speed over ground from a GPS. SOG will be displayed as boat speed and used in the true wind calculations and the speed log.

### Use COG as heading

If heading data is not available from a compass sensor, it is possible to use COG from a GPS. COG will be used in the true wind calculations.

→ **Note:** The autopilot cannot be operated using COG as the heading source. COG cannot be calculated when stationary.

## Activating/deactivating features and applications

Use the system settings features option to activate/deactivate features and applications.



### Manage features and applications

You can manage and install/uninstall the features and apps. When a feature/app is uninstalled, the icon is removed from the home page. The feature/application can be installed again.

### Feature unlock

Some additional features can be sold separately. These features can be unlocked by entering an unlock code.

Select the feature you want to unlock. Follow the instructions to purchase and enter the feature unlock code.

After a feature unlock code is entered in the unit, the feature is available for use.

→ **Note:** The feature unlock option is only available if your unit supports a locked feature.

## Alarms



### Settings

List of all available alarm options in the system, with current settings.

From this list you can activate, deactivate and change alarm limits.

## Siren enable

The Siren enabled option must be set in order for the unit to activate the buzzer when an alarm condition arises.

Its setting also determines the operation of the external alarm output.

## Radar installation

The radar system requires radar sensor specific settings in order to adjust for a number of variables found in different installations.

→ **Note:** The installation settings available depends on the radar type and model.



## Radar source

In a system with more than one radar sensor, the device to configure is selected from this menu.

→ **Note:** Radars that support dual radar mode are represented twice in the source list, with an A and B suffix.

## Radar status

Displays scanner information and scanner features, primarily used for information and to assist with fault finding.

## Adjust antenna height

Set the radar scanner height relative to the water surface. The Radar uses this value to calculate the correct STC settings.

## Select antenna length

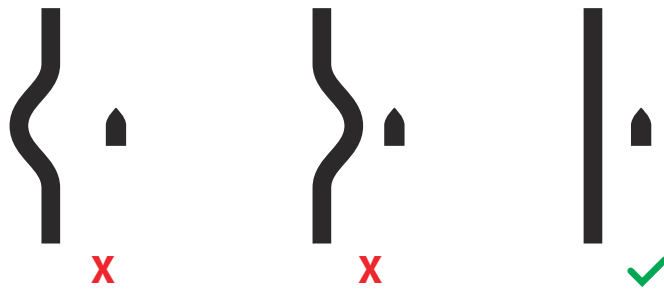
Select the proper antenna length.

## Adjust range offset

The radar sweep should commence at your vessel (a radar range of zero). You may need to adjust the radar range offset to achieve this. If this is set incorrectly, a large dark circle in the center of the sweep might occur. You might notice straight objects such as straight sea walls or piers having curves or an indentation. Objects close to your vessel may appear pulled in or pushed out.

Adjust the range offset as below when the vessel is about 45 to 90 m (50 to 100 yards) from a straight-walled jetty or similar feature that produces a straight line echo on the display.

- 1 Position the vessel in relation to the jetty.
- 2 Adjust the range offset to make the jetty echo appear as a straight line on the display.



### Adjust bearing alignment

This option is used to align the heading marker on the screen with the center line of the vessel. This will compensate for any slight misalignment of the scanner during installation.

Misalignment that is not corrected for will compromise target tracking and can result in dangerous misinterpretation of potential navigation hazards.

Any inaccuracy will be evident when using MARPA or chart overlay.

- 1 Point the vessel towards a stationary isolated object, or towards a far range AIS where the AIS icon matches the radar echo
- 2 Adjust the coarse and fine bearing alignment so that the heading line touches the end of the selected object

### Sidelobe suppression

Occasionally false target returns can occur adjacent to strong target returns such as large ships or container ports. This occurs because not all of the transmitted radar energy can be focused into a single beam by the radar antenna, a small amount of energy is transmitted in other directions. This energy is referred to as sidelobe energy and occurs in all radar systems. The returns caused by sidelobes tend to appear as arcs.

→ **Note:** This control should only be adjusted by experienced radar users. Target loss in harbor environments may occur if this control is not adjusted correctly.

When the radar is mounted where there are metallic objects near the radar, sidelobe energy increases because the beam focus is degraded. The increased sidelobe returns can be eliminated using the sidelobe suppression control.

By default, this control is set to auto and normally should not need to be adjusted. However, if there is significant metallic clutter around the radar, sidelobe suppression may need to be increased.

To adjust the sidelobe suppression value:

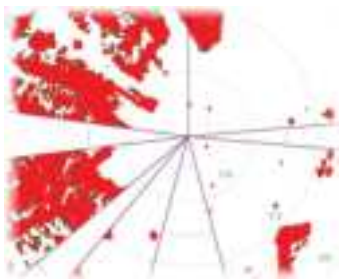
1. Set radar range to between 1/2 nm to 1 nm and the sidelobe suppression to auto
2. Take the vessel to a location where sidelobe returns are likely to be seen. Typically, this would be near a large ship, container port, or metal bridge.
3. Traverse the area until the strongest sidelobe returns are seen.
4. Change auto sidelobe suppression to OFF, then adjust the sidelobe suppression control just enough to eliminate the sidelobe returns. You may need to monitor 5-10 radar sweeps to be sure they have been eliminated.
5. Traverse the area again and readjust if sidelobe returns still occur.

### Sector blanking

Radar installed in close proximity to a mast or structure could cause unwanted reflections or interference to appear on the radar image. Use the sector blanking feature to stop the radar from transmitting on up to four sectors in the image.

→ **Note:** Sectors are setup relative to the heading line of the radar. The bearing of the sector is measured from the center line of the sector.

→ **Note:** Sector blanking should be applied very carefully to avoid reducing the radar's usefulness in identifying valid and potentially dangerous targets.



Main radar PPI



Radar overlay on a chart

### Adjust open array park angle

The park angle is the final resting position of the antenna relative to the heading line of the radar when the radar is set to standby. The antenna will stop rotating at the desired offset.

### Adjust local interference reject

Interference from some onboard sources can interfere with the Broadband radar. One symptom of this could be a large target on the screen that remains in the same relative bearing even if the vessel changes direction.

### Halo light

Controls the levels of the Halo Radar blue accent lighting. The accent lighting can only be adjusted when the radar is in standby mode.

→ **Note:** The blue accent pedestal lighting might not be approved for use in your boating location. Check your local boating regulations before turning the blue accent lights ON.

### Tune

The automatic tuning will work well in most installations. The manual tuning is used if it is required to adjust the result from an automatic tuning.

### Reset radar to factory defaults

Clears all user and installer settings applied to the selected radar source, and restores factory settings.

→ **Note:** Use this option with caution. Take note of current settings first, especially those set by the operator if radar has already been in active service.

## Echosounder settings



### Internal echosounder CH1 and CH2

When selected, the internal echosounder channel is available for selection in the echosounder panel menu.

When unselected, this option disables the internal echosounder channel in the unit. It will not be listed as an echosounder source for any unit on the network. Unselect this option for channels with no transducer connected.

## Network Echosounder

Select to share transducers from this unit with other units connected on the Ethernet network. In addition, the setting must be selected in order to see other enabled sonar devices on the network.

When unselected, transducers connected to this unit cannot be shared with other units connected on the network, nor can it see other sources on the network that have this feature enabled.

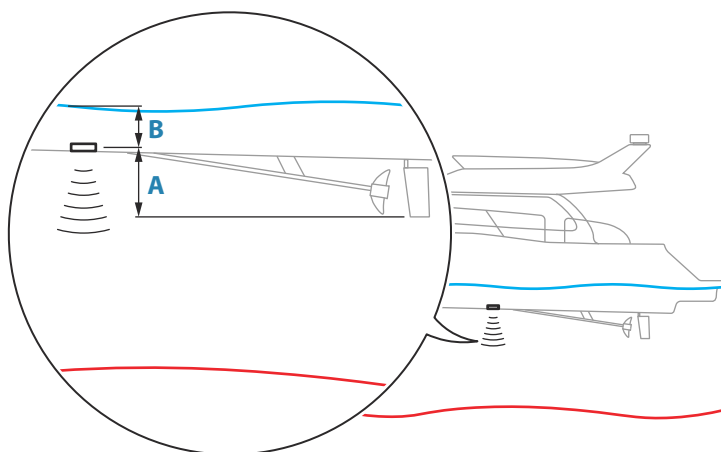
## Network echosounder mode

The network echosounder mode setting selects whether only one or multiple echosounder sources can be selected at the same time.

- **Note:** Single source is automatically selected if there are older legacy echosounders on the network. You cannot change this setting if older legacy echosounders are on the network. Multi-source mode should be selected if no legacy echosounder is connected to the network.
- **Note:** When changing the mode to multi-source you must wait 30 seconds and then power down all sources for. Wait 1 minute, then restart all connected sources.

## Structure depth offset

All transducers measure water depth from the transducer to the bottom. As a result, water depth readings do not account for the distance from the transducer to the lowest point of the boat in the water or from the transducer to the water surface.



- To show the depth from the lowest point of the vessel to the bottom, set the offset equal to the vertical distance between the transducer and the lowest part of the vessel, **A** (negative value).
- To show the depth from the water surface to the bottom, set the offset equal to the vertical distance between the transducer and the water surface, **B** (positive value)
- For depth below transducer, set the offset to 0.

## Use network depth and temp data

The unit can share depth and temperature data from an Ethernet networked echosounder source over the NMEA 2000® network.

Use this option to select from which Ethernet network source the data is shared.

## Installation

Use this dialog to setup and configure available sources.



### **Source**

Select this option to display a list of sources available for setup. The settings you make in the rest of the dialog pertain to the source selected.

### **Source name**

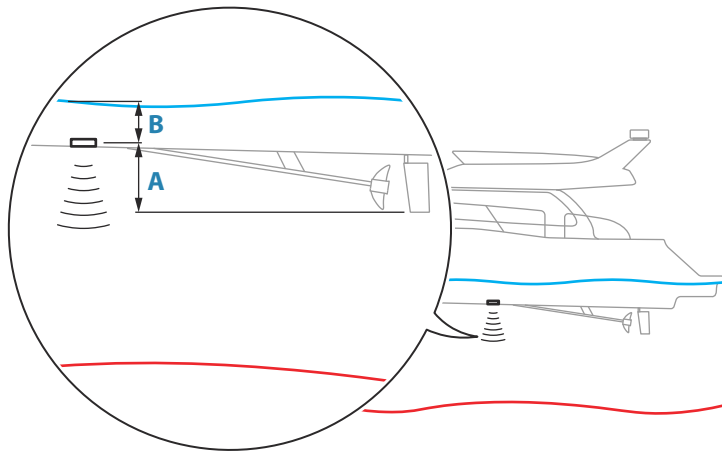
Select this option to set a descriptive name for the selected transducer.

### **Search depth**

Noise may cause the echosounder to search for unrealistic depths. By setting the search depth manually the system displays echoes received from objects within the set depth range.

### **Depth offset**

All transducers measure water depth from the transducer to the bottom. As a result, water depth readings do not account for the distance from the transducer to the lowest point of the boat in the water or from the transducer to the water surface.



- To show the depth from the lowest point of the vessel to the bottom, set the offset equal to the vertical distance between the transducer and the lowest part of the vessel, **A** (negative value).
- To show the depth from the water surface to the bottom, set the offset equal to the vertical distance between the transducer and the water surface, **B** (positive value)
- For depth below transducer, set the offset to 0.

### **Water speed calibration**

Water speed calibration is used to adjust the speed value from the paddle wheel to match the actual boat speed through the water. Actual speed can be determined from GPS speed over ground (SOG) or by timing the boat over a known distance. Water speed calibration should be performed in calm conditions, with minimal wind and current movement.

Increase this value above 100 % if the paddle wheel is under reading, and decrease this value if it is over reading. For example, if the average water speed reads 8.5 knots (9.8 MPH) and SOG records 10 knots (11.5 MPH) the calibration value needs to be increased to 117 %. To calculate the adjustment, divide the SOG by the paddlewheel speed, and multiply the product by 100.

Calibration range: 50-200 %. Default is 100 %.

### **Water speed averaging**

Averages water speed by measuring your speed at a selected interval of time. Water speed intervals range from one to thirty seconds. For example if you select five seconds, your displayed water speed will be based on averaging over 5 seconds of sampling.

Calibration range: 1-30 seconds. Default is 1 second.

### **Water temperature calibration**

Temperature calibration is used to adjust the water temperature value from the sonar transducer. It may be required to correct for localized influences to the measured temperature.

Calibration range: -9.9° - +9.9°. Default is 0°.

→ **Note:** Water temperature calibration only appears if the transducer is temperature capable.

### **Transducer type**

→ **Note:** The transducer type is automatically set for transducers that support Transducer ID (XID) and is not user selectable.

Transducer type is used for selecting the transducer model connected to the sonar module. The transducer selected will determine what frequencies the user can select during sonar operation. In some transducers with built-in temperature sensors, the temperature reading may be inaccurate or not available at all if the wrong transducer is selected. Transducer temperature sensors are one of two impedances - 5k or 10k. Where both options are given for the same model transducer, refer to paperwork supplied with transducer to determine impedance.

### **Restore echosounder defaults**

Restore echosounder settings to the factory supplied defaults.

### **ForwardScan installation**

Available when a ForwardScan transducer is connected.

For setup information, refer to the Operator Manual.

## **Autopilot settings**

The Autopilot settings dialog depends on which autopilot computer that is connected to the system. If more than one autopilot is connected, the Autopilot settings dialog shows option for the active autopilot.

The autopilot settings can be split between settings done by the user, and settings done during installation and commissioning of the autopilot system.

- User settings can be changed for various operational conditions or user preferences.
- Installation settings are defined during commissioning of the autopilot system. No changes should later be done to these settings.

The following sections describe the installation settings per autopilot computer. For user settings, refer to the Operator manual.

### **NAC-1 specific installation settings**



### **Commissioning**

Used to calibrate your boat's steering (cable steer or hydraulic steering) with the NAC-1.

- **Note:** The autopilot must be commissioned prior to first use and any time after autopilot default settings have been restored.

#### Cable steer calibration

- **Note:** The rudder source must be set to rudder feedback to be able to run this calibration

Start the calibration process by selecting the rudder feedback calibration option, and follow the onscreen instructions.

- **Note:** When centering the motor during the calibration process, ensure that the motor is centered visually when the dialog shows 0 value. If not, center the motor visually before pressing OK to align the physical position with the dialog value.

When the calibration process is completed, select the rudder test option to confirm the calibration.

If the calibration does not pass the rudder test:

- confirm that motor is moving
- confirm that the rudder feedback reading moves according to motor rotation
- check the NAC-1 drive cable
- confirm that the motor can be manually moved smoothly in each direction
- check for other mechanical issues
- check wiring connections
- repeat the rudder calibration.

#### Hydraulic system calibration

Virtual rudder feedback (VRF) calibration is used for vessels with hydraulic steering when no rudder feedback is available.

- **Note:** The rudder source must be set to VRF to be able to run this calibration.

Start the calibration process by selecting the VRF calibration option, and follow the onscreen instructions.

- **Note:** When the autopilot attempts to turn the motor during the calibration process, ensure that the motor movement is noticeable and that the motor is turning in the correct direction before selecting **Yes** on the dialog. When **No** is selected, the NAC-1 reverses direction and increases power the next time it turns the motor during the calibration process.
- **Note:** You may have to select **No** more than once to ensure the pump provides enough power to turn the motor at high boat speed.

#### Steering response

Used to increase or decrease the steering sensitivity. A low response level reduces the rudder activity and provides a more loose steering. A high response level increases the rudder activity and provides more tight steering. A too high response level will cause the boat to make S movements.

#### NAC-2/NAC-3 specific installation settings

For setup and commissioning of the NAC-2 or NAC-3, refer to the commissioning manual included with the autopilot computer.

#### AC70/AC80 Specific installation settings

The AC70/AC80 computers do not have any specific installation settings available in the MFD.

- **Note:** The MFD cannot be used to configure or commission an AP70/AP80 system. For more information, refer to the documentation included with the autopilot system.

## Fuel settings

The fuel utility monitors a vessel's fuel consumption. This information is totaled to indicate trip and seasonal fuel usage, and is used to calculate fuel economy for display on instrument pages and the data bar.

To use the utility, a Navico Fuel Flow sensor, or a NMEA 2000® engine adaptor cable/gateway with Navico Fuel Data Storage device must be fitted to the vessel. The Navico Fuel Flow sensor does not require the use of a separate Fuel Storage device. Refer to the engine manufacturer or dealer for information on whether or not your engine provides a data output, and what adaptor is available to connect to NMEA 2000®.

Once the physical connection is made, ensure source selection is completed. Multiple engine installations using Fuel Flow sensors, or Fuel Data Storage devices, require setup of related engine location in the Device list. For general source selection information, refer to "*Network settings*" on page 37.



### Vessel setup

The Vessel setup dialog must be used to select the number of engines, the number of tanks and vessel's total fuel capacity across all tanks.



### Fuel remaining measurement

The Fuel remaining measurement can be determined from fuel used by engine(s), or fuel level from tank sensors. Nominal fuel consumption is required to set the scale on the fuel economy gauge. This value should be determined from experience, over time. Alternatively the boat builder or designer may be able to give an approximate value to use.

- **Note:** Fuel remaining measurement taken from level sensors while underway can get inaccurate readings due to vessel movement.
- **Note:** Nominal fuel consumption setting should be determined taking into account typical vessel loads. That is, filled fuel and water tanks, stowed tender, supplies, etc.

### Fuel flow configuration

After the number of engines is set, it is required to set which fuel flow sensor is connected to which engine. Under Device list on the Network page, view the Device Configuration dialog for each sensor, and set the Location to match the engine the device is connected to.

**Unconfigure** - defaults the device which clears all user settings.

**Reset Fuel Flow** - restores only the Fuel K-Value setting, if set in Calibrate. Only Navico devices can be reset.



## Calibrate

Calibration may be required to accurately match measured flow with actual fuel flow. Access calibration from the Refuel dialog. Calibration is only possible on Navico's Fuel Flow sensor.

1. Start with a full tank and run the engine as it would normally be operated.
  2. After at least several liters (a few gallons) have been used, the tank should be fully refilled, and the Set to full option selected.
  3. Select the Calibrate option.
  4. Set the actual amount used based on amount of fuel added to the tank.
  5. Select OK to save settings. The Fuel K-Value should now show a new value.
- **Note:** To calibrate multiple engines repeat the steps above, one engine at a time. Alternatively, run all engines simultaneously, and divide the Actual amount used by the number of engines. This assumes reasonably even fuel consumption on all engines.
  - **Note:** The Calibrate option is only available when Set to full is selected, and a Fuel Flow is connected and set up as a source.
  - **Note:** A maximum of 8 engines is supported using Fuel Flow sensors.

## Fuel Level

With the use of a Navico Fluid Level device connected to a suitable tank level sensor, it is possible to measure the amount of fuel remaining in any equipped tank. The number of tanks must be set in Vessel Setup dialog, initiated from the Fuel setting options page, to allow discrete tank assignment of the Fluid Level devices.

Select Device list on the Network page, and view the Device Configuration dialog for each sensor, and set the Tank location, Fluid type, and Tank size.

For setting up the Instrument bar or a gauge on the Instrument page with Fluid Level device data, refer to the Operator Manual.

- **Note:** A maximum of 5 tanks is supported using Fluid Level devices.
- **Note:** Tank data that is output by a compatible engine gateway can also be displayed, however tank configuration for such a data source is not possible from this unit.

## Wireless settings

Provides configuration and setup options for the wireless functionality.

For further details about wireless setup and connectivity, refer to the Operator Manual.

## Network settings



### Device name

Assigning a name is useful in systems using more than one device of the same type and size.

### Sources

Data sources provide live data to the system.

When a device is connected to more than one source providing the same data, the user can choose the preferred source. Before commencing with source selection make sure all external devices and networks are connected and turned on.



### Auto Select

The Auto Select option looks for all sources connected to the device. If more than one source is available for each data type, selection is made from an internal priority list. This option is suitable for the majority of installations.

### Manual source selection

Manual selection is generally only required where there is more than one source for the same data, and the automatically selected source is not the one desired.



### Group source selection

The unit can use the same data sources that all other products on the network use, or alternatively use a data source independently from other units.

If the unit is part of a source group, all source selection changes will affect all units belonging to the same group.

→ **Note:** In order to enable group selection, the unit must be set to the Simrad group.

Devices with no selected group can use different sources than the rest of the network devices.

### **Advanced source selection**

This allows the most flexible and precise manual control over which devices provide data.

Occasionally auto select might not assign the desired source, which can be corrected using the advanced source selection.

### **Device list**

Selecting a device in this list will bring up additional details and options for the device.

All devices allow allocation of an instance number in the configure option. Set unique instance numbers on any identical devices on the network to allow the unit to distinguish between them. The data option shows all data being output by the device.

→ **Note:** In most cases, setting the instance number on a 3rd party product is not possible.

### **Diagnostics**

Provides information useful for identifying an issue with the network.

### **NMEA 2000®**

Provides information on NMEA 2000®-bus activity.

→ **Note:** The following information might not always indicate an issue that can be simply resolved with minor adjustment to network layout or connected devices and their activity on the network. However, Rx and Tx errors are most likely indicating issues with the physical network, which can be resolved by correcting termination, reducing backbone or drop lengths, or reducing the number of network nodes (devices).

### **UDB**

Provides information on Ethernet activity.

### **SimNet groups**

This function is used to control parameter settings, either globally or in groups of units. The function is used on larger vessels where several units are connected via a network. By assigning several units to the same group, a parameter update on one unit will have the same effect on the rest of the group members.

If any of the settings require discrete control, set the group to None.

### **Damping**

If data appears erratic or too sensitive, damping may be applied to make the information appear more stable. With damping set to off, the data is presented in raw form with no damping applied.

### **Calibration**

An offset (positive or negative) can be applied to correct data inaccuracies from NMEA 2000® sources. The offset is set on the NMEA 2000® device.

→ **Note:** Select the advanced option to adjust local offsets for this display only.

→ **Note:** It is typically not possible to calibrate 3rd party sensors. However, a local offset can be applied.

### **NMEA 2000® setup**

#### **Receive waypoint**

Allows waypoints to be received from devices that transmit a waypoint over the NMEA 2000®.

A waypoint will be received when the waypoint is created on the other device, if the following settings are in place:

- The receiving device - the receive waypoint option must be set to ON before the waypoint is created in the sending device.
- The sending device - the send waypoint option must be set to ON before the waypoint is created.

### **Send waypoint**

Allows this unit to send a waypoint to other devices over the NMEA 2000® network.

A waypoint will be transmitted when the waypoint is created, if the following settings are in place:

- The sending device - the send waypoint option must be set to ON before the waypoint is created.
- The receiving device - the receive waypoint option must be set to ON before the waypoint is created in the sending device.

→ **Note:** The system can only transmit or receive one waypoint at a time over the NMEA 2000® network. For bulk import or export of waypoints see the operator manual.

### **NMEA 0183® setup**

The NMEA 0183® port(s) must be set to suit the speed of connected devices, and can be configured to output only the sentences required by listening devices.

### **Receive waypoint**

Select this option to allow a device capable of creating and exporting waypoints via NMEA 0183® to transfer directly to this unit.

### **Baud rate**

This should be set to correspond with devices connected to the NMEA 0183® input and output. The input and output (Tx, Rx) use the same baud rate setting.

→ **Note:** AIS transponders typically operate at NMEA 0183®-HS (high speed), and will require the baud rate to be set to 38,400.

### **Serial output**

Selection determines whether the data is output via Tx lines, and will enable editing of the output sentences list.

### **Selected output sentences**

This list allows control over which sentences that are transmitted to other devices from the NMEA 0183® port. Due to the limited bandwidth of NMEA 0183® it is desirable to only enable the data that is required. The less sentences that are selected, the higher the output rate of the enabled sentences.

### **Ethernet/Wi-Fi®**

The NMEA 0183® data stream is output and made available to tablet devices and PCs, via Wi-Fi® or Ethernet connection. The dialogue provides IP and port data typically required for configuring the application on the third party device.

→ **Note:** Other MFDs cannot decode this information back to NMEA 0183®, to use the data as a source. To share data a physical NMEA 2000® or NMEA 0183® connection is still required.

# 5

## 3rd party support

### CZone®

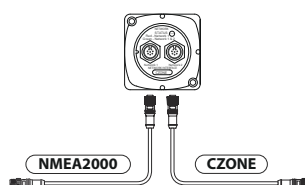
#### CZone™ connection to NMEA 2000®

When interfacing to CZone™ network it is recommended to use a BEP® Network interface bridge to join the two network backbones together.

The CZone™ / NMEA 2000® Network interface bridge isolates the power of the two networks, but allows data to be freely shared between both sides.

The Interface Bridge can also be used for expansion of the NMEA 2000® network, when the maximum node limit (node = any device connected to network) for the network has been reached or the maximum cable length of 150 m will be exceeded. Once an Interface Bridge has been fitted, a further 40 nodes and additional cable length can be added.

The Network Interface is available from your BEP® dealer. For more information please refer to the BEP® web site [www.bepmarine.com](http://www.bepmarine.com).



#### CZone® setup



In order to communicate with the CZone® modules connected to the network, the unit must be assigned a unique CZone® Display Dipswitch setting.

The functionality of the CZone® system is determined by the CZone® Config File which is stored on all CZone® modules and the NSS evo3S. The file is created using the CZone® Configuration Tool, a specialized PC application available from BEP Marine Ltd, and associated CZone® distributors.

For more information, refer to the documentation provided with your CZone® system.

#### Assigning the dipswitch setting

Every product capable of controlling and viewing CZone® devices must be assigned a virtual dipswitch setting. This setting is unique for each device. Typically it is set after the configuration file already exists on the CZone® system, but it may also be set in advance. To do so, access the CZone® menu on the Settings page.

When the configuration is already available on the network, it will immediately commence uploading to the NSS evo3S once the dipswitch is set. Allow this to complete, without interruption.

#### Setting CZone® to display at startup

With this option selected, the CZone® control page is shown first, every time the NSS evo3S is powered up.

#### Backlight

Enabling this causes the NSS evo3S to synchronize its backlight setting with that of any CZone® Display Interfaces set up to share backlight settings.

→ **Note:** CZone® Config also needs to have the NSS evo3S set as a controller.

## Naviop

If this device is on the same NMEA 2000® network as a Naviop Loop system, this device can be used to operate the Naviop Loop system.

For details, refer to the documentation following the Naviop system.

## Mercury

If the unit is on the same NMEA 2000® network as a compatible Mercury Marine VesselView product or VesselView Link, specific features are automatically unlocked on the unit. When the features are enabled, the display may prompt the user for some basic configuration information. Refer to the VesselView manual or engine supplier for further information.

## Suzuki® Marine

If this device is on the same NMEA 2000® network as a compatible Suzuki® product or a compatible gateway, a dedicated Suzuki® instrument panel is unlocked and automatically enabled. Data source selection is done the same way as for any regular NMEA 2000® sources.

## Yamaha®

If a compatible Yamaha® gateway is connected to the NMEA 2000® network, a Yamaha® engine icon is added to the Home page.

For more information about configuration information, the Yamaha® panel and the data displayed, and Troll control, refer to the Yamaha® manual or the engine supplier.

## Evinrude®

If an Evinrude® engine control head is available on the NMEA 2000® network, the Evinrude® engines can be monitored and controlled from the unit. When the feature is available, an Evinrude® icon is added to the home page.

A maximum of two control heads and four engines is supported.

When the feature is also enabled in the advanced settings features dialog:

- An Evinrude® icon is added to the home page - select it to display the engine instrument panel.
- An Evinrude® settings dialog is added - use this dialog to change engine settings.
- An Evinrude® button is added to the control bar - selecting this button opens the engine controller. Use the engine controller to control the engines.

For more information, refer to the engine manual or engine supplier.

## Power-Pole®

### Power-Pole® anchors

This device can interface with the Power-Pole® anchors via Bluetooth®.

When the anchor(s) are paired with this device, the Power-Pole® button is added to the control bar.

For more information about Bluetooth® pairing and Power-Pole® anchor operation, refer to the Operator manual.

### Power-Pole® Charge module

This device can interface with the Power-Pole® Charge module via the C-Monster™ gateway. Only one gateway can work on the NMEA 2000® network at a time.

When valid data is received from the gateway, the Charge button is added to the control bar.

For more information about the battery charge functionality, refer to the Operator manual.

For installation, wiring and setup information, refer to the Power-Pole® documentation supplied with the Charge module.

## FLIR® camera setup

Compatible FLIR® cameras are plug and play when used in conjunction with a device acting as a DHCP host. For setup on networks not utilizing a DHCP host, refer to the website [www.simrad-yachting.com](http://www.simrad-yachting.com), or contact technical support.

FLIR® settings can be found in the advanced settings dialog.



# 6

## Appendix

### Technical specifications

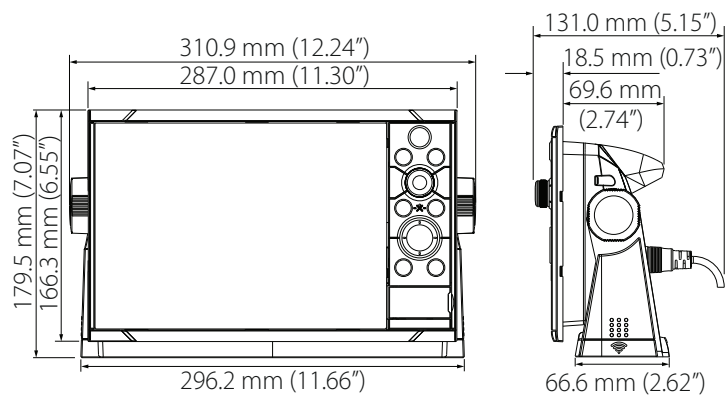
#### Technical specifications

<b>Display</b>	
<b>Resolution</b>	
9" unit	1280 x 720
12" unit	1280 x 800
16" unit	1920 x 1080
<b>Type</b>	High Visibility SolarMax HD® IPS optically bonded TFT
<b>Brightness</b>	1200 nits
<b>Touch screen</b>	Full touch screen (multi-touch)
<b>Viewing angles in degrees</b> (typical value @ contrast ratio = 10)	80° top/bottom, 80° left/right
<b>Electrical</b>	
<b>Supply voltage</b>	12/24 V DC (10 - 31.2 V DC min - max)
<b>Power consumption - Max</b>	
9" unit	23 W +- 4 W
12" unit	30 W +- 5 W
16" unit	45 W +- 5 W
<b>Recommended fuse rating</b>	
9" unit	5 A
12" unit	5 A
16" unit	5 A
<b>Environmental</b>	
<b>Operating temperature range</b>	-15°C to +55°C (5°F to 131°F)
<b>Storage temperature</b>	-20°C to +60°C (4°F to 140°F)
<b>Waterproof rating</b>	IPX 6 and 7
<b>Humidity</b>	IEC 60945 Damp heat 66°C (150°F) at 95% relative (48 hr)
<b>Shock and vibration</b>	100 000 cycles of 20 G
<b>Position</b>	Built-in 10 Hz GNSS receiver for GPS and GLONASS, supports combinations with Galileo, Beidou, QZSS. SBAS (WAAS, EGNOS, MSAS, GAGAN).
<b>Interface/Connectivity</b>	
<b>Ethernet</b>	
9" unit	1 port (5-pin connector)
12" and 16" units	2 ports (5-pin connector)
<b>NMEA 2000®</b>	1 port (Micro-C)
<b>NMEA 0183®</b>	1 talker/listener (4800, 9600, 19200, 38400 baud - via optional adaptor cable)
<b>Sonar</b>	2 ports
<b>Video input</b>	2 ports (Composite video RCA - via optional adaptor cable)

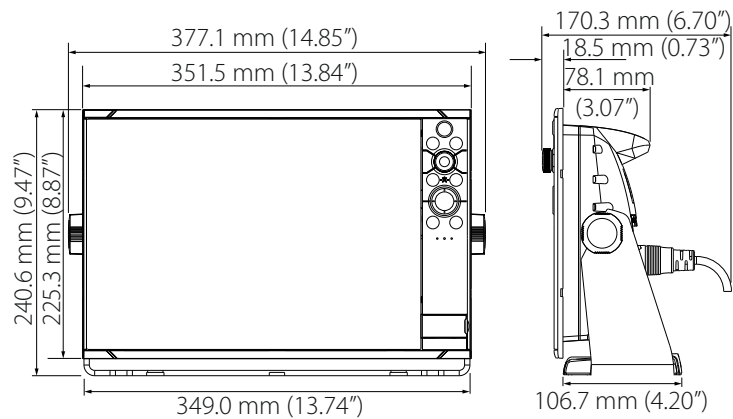
<b>Video output</b>	
9" and 12" units	Not applicable
16" unit	1 port (HDMI® 1.4 sink and HDCP)
<b>Data card reader</b>	2 slots (microSD™, max 32 GB, FAT32)
<b>Wireless</b>	802.11b/g/n
<b>Bluetooth®</b>	Bluetooth® 4.0 with support for Bluetooth® Classic
<b>USB</b>	
9" and 12" units	Not applicable
16" unit	1 port (USB A) Output: 5 V DC, 1.5 A
<b>Physical</b>	
<b>Dimensions (W x H x D)</b>	Refer to "Dimensional drawings" on page 45
<b>Weight (display only)</b>	
9" unit	1.4 kg (3.11 lbs.)
12" unit	3.1 kg (6.83 lbs.)
16" unit	4.7 kg (10.25 lbs.)
<b>Compass Safe Distance - Metric, imperial</b>	50 cm (1.7 ft)
<b>Mounting type</b>	Bracket (Supplied) or panel mount

## Dimensional drawings

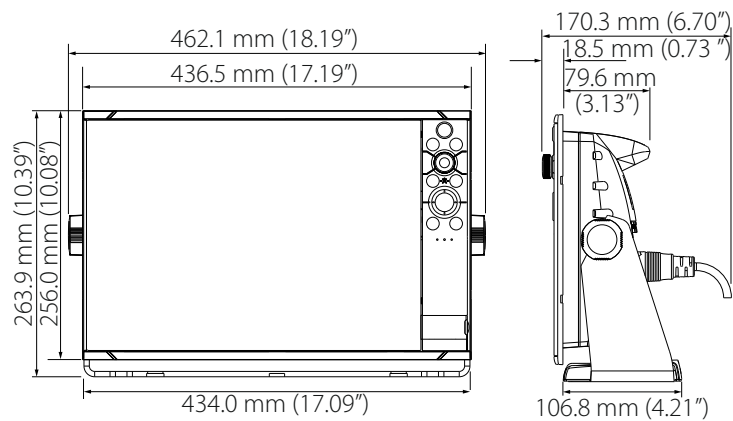
### 9" unit



### 12" unit



### 16" unit



## Supported data

### NMEA 2000® compliant PGN List

#### NMEA 2000® PGN (receive)

59392	ISO Acknowledgement
59904	ISO Request
60160	ISO Transport Protocol, Data Transfer
60416	ISO Transport Protocol, Connection M.
65240	ISO Commanded Address
60928	ISO Address Claim
126208	ISO Command Group Function
126992	System Time
126996	Product Info
126998	Configuration Information
127233	Man Overboard Notification (MOB)
127237	Heading/Track Control
127245	Rudder
127250	Vessel Heading
127251	Rate of Turn
127252	Heave
127257	Attitude
127258	Magnetic Variation
127488	Engine Parameters, Rapid Update
127489	Engine Parameters, Dynamic
127493	Transmission Parameters, Dynamic
127500	Load Controller Connection State / Control
127501	Binary Status Report
127503	AC input status
127504	AC Output Status
127505	Fluid Level
127506	DC Detailed Status
127507	Charger Status
127508	Battery Status
127509	Inverter Status
128259	Speed, Water referenced
128267	Water Depth
128275	Distance Log
129025	Position, Rapid Update
129026	COG & SOG, Rapid Update
129029	GNSS Position Data
129033	Time & Date
129038	AIS Class A Position Report
129039	AIS Class B Position Report
129040	AIS Class B Extended Position Report
129041	AIS aids to Navigation

129283	Cross Track Error
129284	Navigation Data
129539	GNSS DOPs
129540	AIS Class B Extended Position Report
129545	GNSS RAIM Output
129549	DGNSS Corrections
129551	GNSS Differential Correction Receiver Signal
129793	AIS UTC and Date Report
129794	AIS aids to Navigation
129798	AIS SAR Aircraft Position Report
129801	Cross Track Error
129802	AIS Safety Related Broadcast Message
129283	Cross Track Error
129284	Navigation Data
129539	GNSS DOPs
129540	GNSS Sats in View
129794	AIS Class A Static and Voyage Related Data
129801	AIS Addressed Safety Related Message
129802	AIS Safety Related Broadcast Message
129808	DSC Call Information
129809	AIS Class B "CS" Static Data Report, Part A
129810	AIS Class B "CS" Static Data Report, Part B
130060	Label
130074	Route and WP Service - WP List - WP Name & Position
130306	Wind Data
130310	Environmental Parameters
130311	Environmental Parameters
130312	Temperature
130313	Humidity
130314	Actual Pressure
130316	Temperature, Extended Range
130569	Entertainment - Current File and Status
130570	Entertainment - Library Data File
130571	Entertainment - Library Data Group
130572	Entertainment - Library Data Search
130573	Entertainment - Supported Source Data
130574	Entertainment - Supported Zone Data
130576	Small Craft Status
130577	Direction Data
130578	Vessel Speed Components
130579	Entertainment - System Configuration Status
130580	Entertainment - System Configuration Status
130581	Entertainment - Zone Configuration Status
130582	Entertainment - Zone Volume Status
130583	Entertainment - Available Audio EQ Presets
130584	Entertainment - Bluetooth® Devices

**NMEA 2000® PGN (transmit)**

60160	ISO Transport Protocol, Data Transfer
60416	ISO Transport Protocol, Connection M.
126208	ISO Command Group Function
126992	System Time
126993	Heartbeat
126996	Product Info
127237	Heading/Track Control
127250	Vessel Heading
127258	Magnetic Variation
127502	Switch Bank Control
128259	Speed, Water referenced
128267	Water Depth
128275	Distance Log
129025	Position, Rapid Update
129026	COG & SOG, Rapid Update
129029	GNSS Position Data
129283	Cross Track Error
129285	Navigation - Route/WP Information
129284	Navigation Data
129285	Route/Waypoint Data
129539	GNSS DOPs
129540	GNSS Sats in View
130074	Route and WP Service - WP List - WP Name & Position
130306	Wind Data
130310	Environmental Parameters
130311	Environmental Parameters
130312	Temperature
130577	Direction Data
130578	Vessel Speed Components

## NMEA 0183® supported sentences

### ***TX / RX - GPS***

Name	Description	RX	TX
DTM	Datum reference	x	
GGA	Global positioning system (GPS) fix data	x	x
GLC	Geographic position - Loran-C		
GLL	Geographic position - Latitude/longitude	x	x
GSA	GNSS DOP and active satellites	x	x
GNS	GNSS fix data	x	
GSV	GNSS satellites in view	x	x
VTG	Course over ground and ground speed	x	x
ZDA	Time and date	x	x

### ***TX / RX - Navigation***

Name	Description	RX	TX
AAM	Waypoint arrival alarm		x
APB	Heading/track controller (autopilot) sentence B		x
BOD	Bearing origin to destination		x
BWC	Bearing and distance to waypoint - Great circle		x
BWR	Bearing and distance to waypoint - Rhumb line		x
RMB	Recommended minimum navigation information		x
XTE	Cross-track error - measured		x
RTE	Routes	x	
WPL	Waypoint location	x	

### ***TX / RX - Sonar***

Name	Description	RX	TX
DBT	Depth below transducer	x	x
DPT	Depth	x	x
MTW	Water temperature	x	x
VLW	Dual ground/water distance	x	x
VHW	Water speed and heading	x	x

### ***TX / RX - Compass***

Name	Description	RX	TX
HDG	Heading, deviation and variation	x	x
HDT	Heading true	x	
THS	True heading and status	x	x
ROT	Rate of turn	x	

**TX/RX - Wind**

Name	Description	RX	TX
MWD	Wind direction and speed	x	x
MWV	Wind speed and angle	x	x

**TX/RX - AIS/DSC**

Name	Description	RX	TX
DSC	Digital selective calling information	x	
DSE	Expanded digital selective calling	x	
VDM	AIS VHF data-link message	x	
VDO	AIS VHF data-link own-vessel report	x	

→ **Note:** AIS sentences are not bridged to or from NMEA 2000®.

**TX/RX - MARPA**

Name	Description	RX	TX
TLL	Target latitude and longitude		x
TTM	Tracked target message		x

→ **Note:** These are only output sentences.

**TX/RX - Radar**

Name	Description	RX	TX
RSD	Radar system data		*x
OSD	Own ship data		*x

→ **Note:** \*x - only transmitting when the radar panel is displayed.

**TX/RX - MISC**

Name	Description	RX	TX
MOB	Man over board notification	x	
VBW	Dual ground/water speed	x	
XDR	Transducer measurement	x	x



