



NSO evo3S MPU Installation Manual

ENGLISH



Preface

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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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

Compliance statements

Europe

Navico declare under our sole responsibility that the product conforms with the requirements of:

- CE under RED 2014/53/EU

The relevant declaration of conformity is available in the product's section at the following website:

- www.simrad-yachting.com

United States of America

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

Australia and New Zealand

Navico declare under our sole responsibility that the product conforms with the requirements of:

- level 2 devices of the Radiocommunications (Electromagnetic Compatibility) standard 2017

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)
- Broadband 3G[™] (Broadband 3G Radar)
- Broadband 4G[™] (Broadband 4G Radar)
- 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

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1

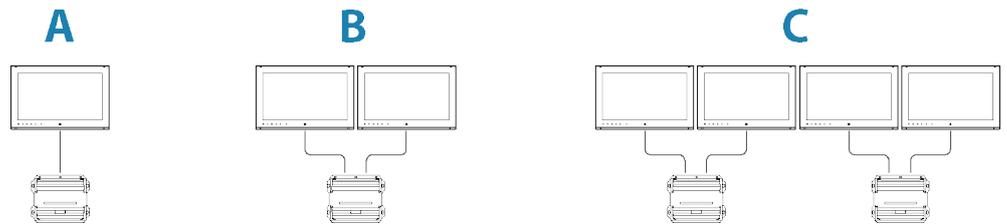
Introduction

System overview

The basic system consists of the processor and one or two monitors.

The system can be configured and installed in various configurations:

- One processor with one monitor (**A**)
- One processor with two independent monitors (**B**)
- A complex network where additional networked processors are connected to independent monitors throughout the boat (**C**)



Operating the system

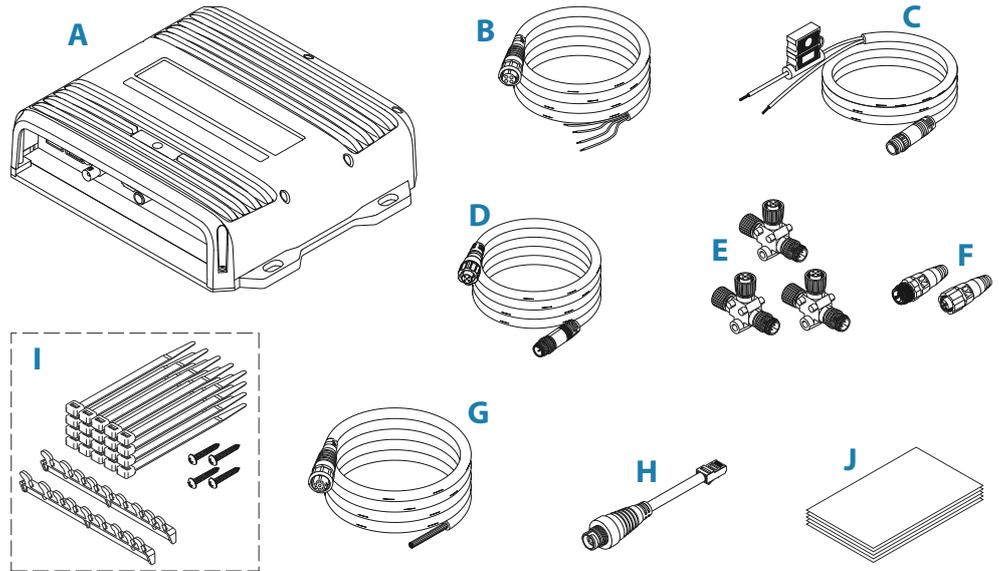
The system supports single and dual touch-screen operation when compatible touch monitors are connected.

If a compatible remote controller is available on the network, this can control multiple processors and monitors, including power control. A separate manual is delivered with the remote controller units.

You can also use a keyboard and mouse/trackball to control the system. Once these devices are connected to the USB ports on a processor, they can be used to control the monitors connected to the same processor.

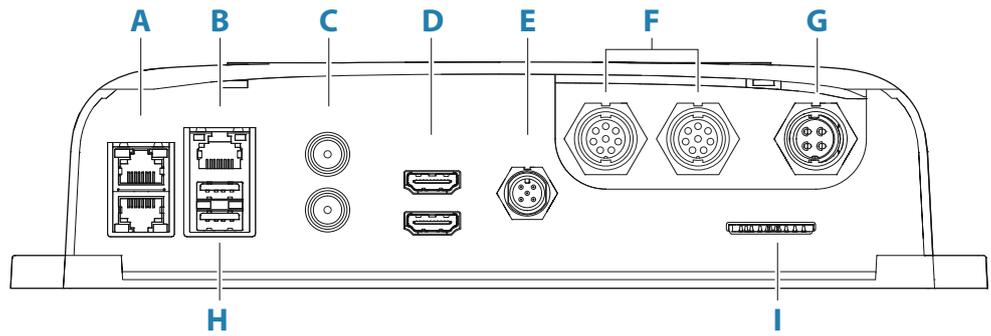
The active controller is indicated with an icon in the status bar.

Parts included



- A** NSO evo3S Marine Processor Unit (MPU)
- B** MPU Power cable, 2 m (6.5')
- C** Micro-C power cable, 1.3 m (4.3')
- D** Micro-C drop cable, male-female plugs, 1.8 m (6')
- E** Micro-C T-connectors (x3)
- F** Micro-C terminators, 120 ohm, (male and female)
- G** NMEA 0183 serial cable, 8 wires, 2 m (6.5')
- H** Ethernet adaptor, 5 pin female to RJ45 male
- I** Installation kit:
 - Cable retainers (x2)
 - Cable ties (x20)
 - Pan head screws, 3.5 x 19, A4 DIN7981B (x8)
- J** Documentation pack

Connectors



| | | | | | | | |
|----------------------------------|--------------------|------------|------------|----------|----------|----------|------------------|
| NETWORK 1 PoE 15W COMBINED | NETWORK 3 USB 1 | VIDEO 1 IN | HDMI 1 OUT | NMEA2000 | SERIAL 1 | SERIAL 2 | POWER 45W MAX |
| NETWORK 2 | USB 2 | VIDEO 2 IN | HDMI 2 OUT | | | SD CARD | |

- A** Network 1 and Network 2 ports (Ethernet with PoE)
- B** Network 3 (Ethernet)
- C** Video 1 IN and Video 2 IN
- D** HDMI 1 OUT and HDMI 2 OUT
- E** NMEA 2000
- F** Serial 1 and Serial 2
- G** Power
- H** USB 1 and USB 2
- I** SD card reader

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.

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.

It is recommended that the unit is installed in a location on the vessel with adequate airflow and away from areas heated by the environment or other equipment.

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

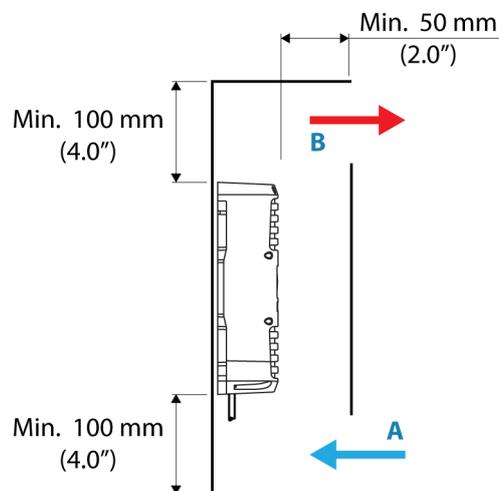
Inadequate ventilation and subsequent overheating of the unit may cause reduced performance and reduced service life.

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.

Enclosure recommendations



- A** Air inlet
- B** Air outlet

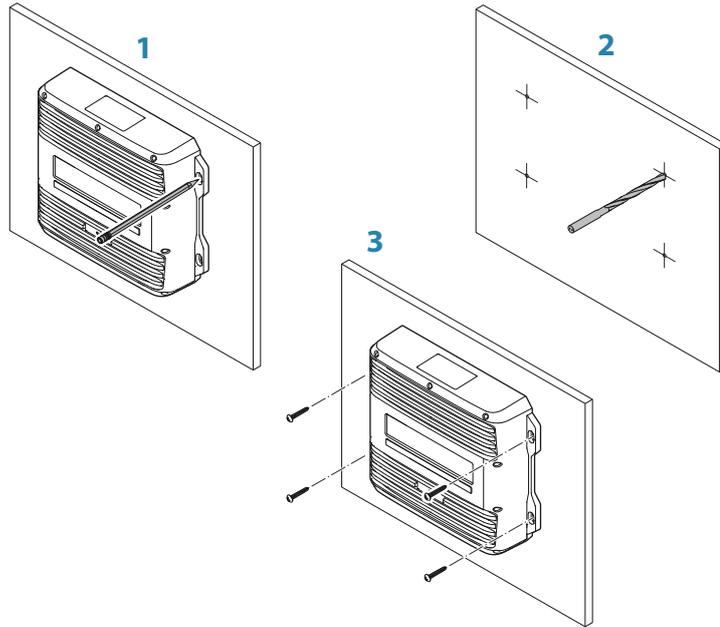
Electrical and radio frequency interference

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.

Wall mounting

The unit should be installed vertically with the connectors facing down.

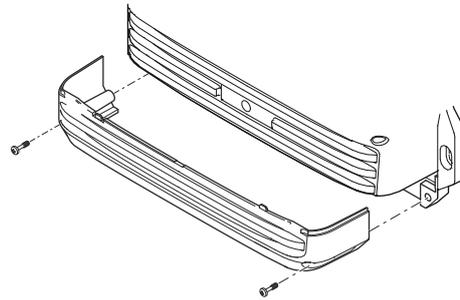


3

Wiring

Access to connectors

For easier access to connectors, remove the bottom front of the unit.



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).

Control devices

The system can be operated by:

- A supported remote controller connected via NMEA 2000.
- Touch monitors connected via serial interface (RS422) or USB.
- Keyboard and mouse/trackball connected via USB.

For wiring details, refer to the port description in the next pages.

Monitors

Up to two monitors may be connected via the HDMI ports.

Monitors with DVI inputs only should use an HDMI-DVI adaptor.

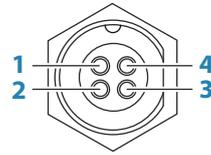
→ **Note:** Brightness control are not supported over DVI.

Monitors must conform to the supported resolutions and refresh rates as defined in the Technical specification.

Power

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

Power connector details



Unit socket (male)

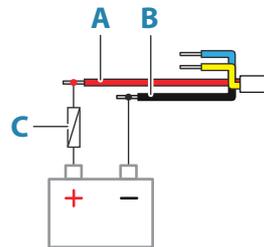
| Pin | Purpose |
|-----|----------------|
| 1 | DC negative |
| 2 | External alarm |
| 3 | Power control |
| 4 | +12/24 V DC |

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 39.



| 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.

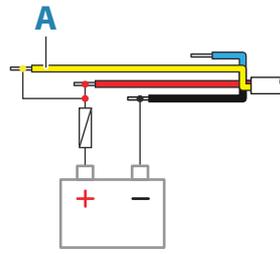
Leave the yellow power control wire disconnected and tape or heat-shrink the end to prevent shorting.

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).

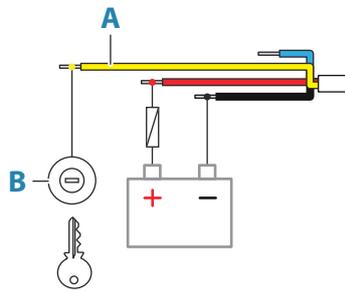


| Key | Purpose | Color |
|----------|---|--------|
| A | Power control wire, connected to supply power | Yellow |

Power controlled by ignition

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

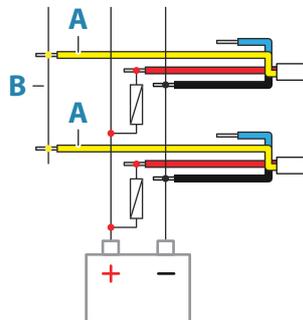
→ **Note:** Engine start batteries and house batteries should have a common ground connection.



| Key | Purpose | Color |
|----------|--------------------|--------|
| A | Power control wire | Yellow |
| 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.

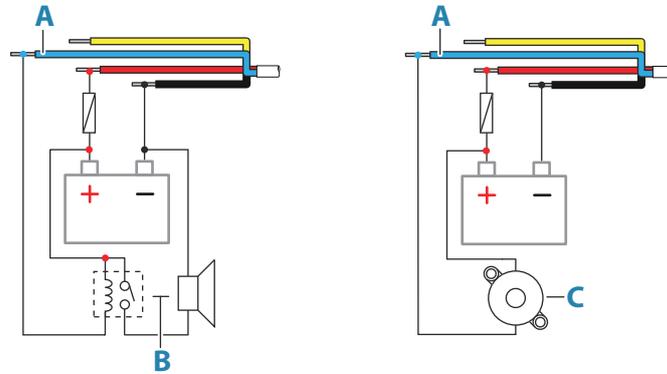


| Key | Purpose | Color |
|----------|--------------------|--------|
| A | Power control wire | Yellow |
| B | Power control bus | |

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



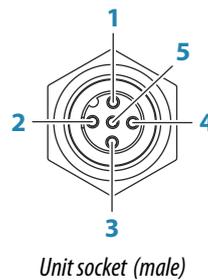
For sirens that draw more than 1 A, use a relay.

| 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



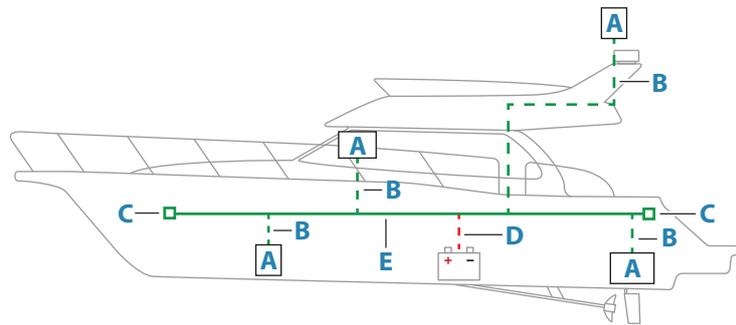
| Pin | Purpose |
|----------|---------------------|
| 1 | Shield |
| 2 | NET-S (+12 V DC) |
| 3 | NET-C (DC negative) |
| 4 | NET-H |
| 5 | NET-L |

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 built-in terminator.



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

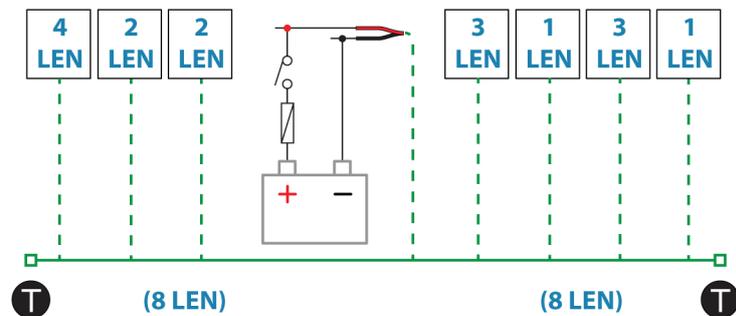
Powering the NMEA 2000 network

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

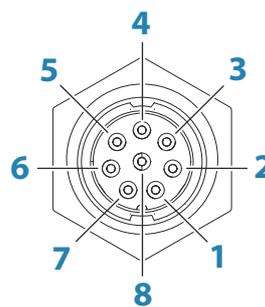


→ **Note:** Do not connect the NMEA 2000 power cable to the same terminals as the engine start batteries, autopilot computer, bow thruster or other high current devices.

Serial port

The serial port(s) is used for NMEA 0183 and touch screen control.

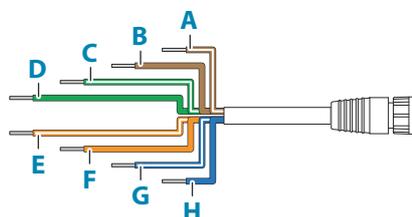
Connector details



Unit socket (male)

| Pin | Purpose |
|-----|-------------------------------------|
| 1 | NMEA 0183 Listener B (Rx_B) |
| 2 | NMEA 0183 Listener A (Rx_A) |
| 3 | NMEA 0183 Talker B (Tx_B) |
| 4 | NMEA 0183 Talker A (Tx_A) |
| 5 | Touch screen RS422 Talker + (Tx+) |
| 6 | Touch screen RS422 Talker - (Tx-) |
| 7 | Touch screen RS422 Listener - (Rx-) |
| 8 | Touch screen RS422 Listener + (Rx+) |

NMEA 0183 and Touch screen control, cable details



| Key | Description | Color |
|-----|-------------------------------------|--------------|
| A | NMEA 0183 Listener B (Rx_B) | Brown/white |
| B | NMEA 0183 Listener A (Rx_A) | Brown |
| C | NMEA 0183 Talker B (Tx_B) | Green/white |
| D | NMEA 0183 Talker A (Tx_A) | Green |
| E | Touch screen RS422 Talker + (Tx+) | Orange/white |
| F | Touch screen RS422 Talker - (Tx-) | Orange |
| G | Touch screen RS422 Listener - (Rx-) | Blue/white |
| H | Touch screen RS422 Listener + (Rx+) | Blue |

NMEA 0183

The units has two NMEA 0183 ports, which are connected via two discrete cables. Each cable is dedicated to one of the two internal processors.

→ **Note:** AIS data supplied via NMEA 0183 is not internally bridged, and must be connected to both NMEA 0183 ports if required on both screens. AIS data supplied via NMEA 2000 is available to both processors.

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 NMEA0183 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.

Touch screen control

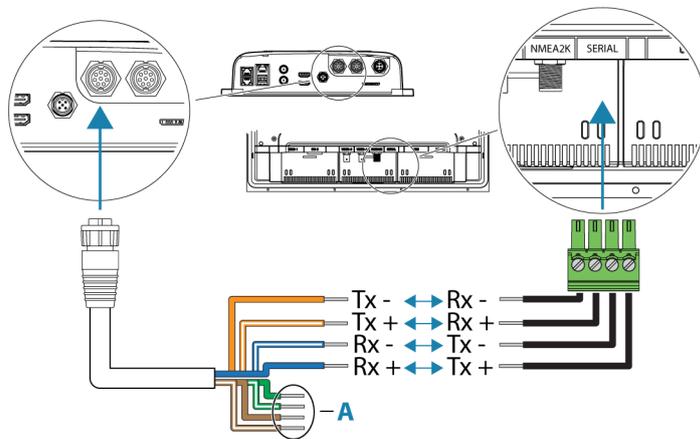
Touch monitors can be connected to the serial ports (RS422).

Serial 1 can be used for touch input for the monitor connected to HDMI 1 out, and Serial 2 can be used for touch input for the monitor connected to HDMI 2 out.

MO series touch monitors are supported. Other monitors may also work, but are not officially supported.

Wiring example

The NMEA 0183 wires (**A**) are not to be used for touch operation. For more details, refer to the documentation for your monitor.

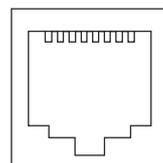


Ethernet

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



Unit socket (female)

The unit is equipped with standard RJ45 connector(s).

Ethernet adapter cables

Units with a 5-pin yellow Ethernet connector will require an adapter cable to connect to this unit.

For more details about the available adapter cables, refer to the brand website of your unit: www.simrad-yachting.com

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.

USB port

The USB port can be used to:

- Connect a keyboard.
- Connect a mouse.
- Connect a storage device.
- Connect a card reader.
- Connect to a touch monitor for touch operation.

→ **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.

Configuring the USB port

By default, USB port 1 is assigned to interact with the monitor connected to HDMI out 1 and USB port 2 is assigned to interact with the monitor connected to HDMI out 2. For USB configurations, refer to "Configuring the USB port" on page 19 in the system setup section.

USB connector details



Unit socket (female)

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

Video in

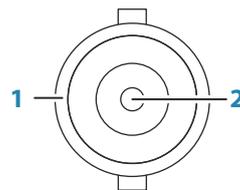
The unit can be connected to two composite video sources, and display video images on its display.

→ **Note:** Camera cables are not supplied, and will need to be selected to suit termination - BNC 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 in connector details



Unit socket (female)

| Pin | Purpose |
|-----|---------|
| 1 | Ground |
| 2 | Signal |

Video input configuration

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

HDMI out

The HDMI port(s) is used for connecting monitor(s).

The connected monitor should support the resolution listed in the Technical specifications, 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



Unit socket (female)

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.

4

System setup

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.

Software setup sequence

This setup sequence focus on the settings done during installation and setup of the system. For other settings refer to the Operator manual.

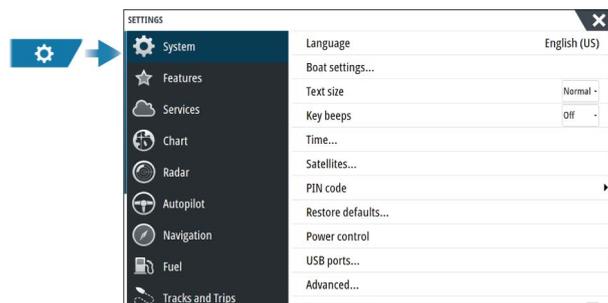
- 1 General settings** - refer to "*System settings*" on page 21.
 - Make general settings as desired
 - Configure the USB ports
 - Configure the power control
- 2 Advanced settings** - refer to "*Advanced*" on page 22.
 - Enable or disable features
 - Review the advanced setting options and make changes as desired
- 3 Source selection** - refer to "*Network settings*" on page 32.
 - 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.

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 13.

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.

USB ports

By default, USB port 1 is assigned to interact with the monitor connected to HDMI out 1 and USB port 2 is assigned to interact with the monitor connected to HDMI out 2.

If a mouse or a keyboard is used to only control one of the displays, set the USB port used to be permanently assigned to one display.

If a mouse or a keyboard is used to control both monitors, the USB port used need to be setup to be switchable between the monitors.

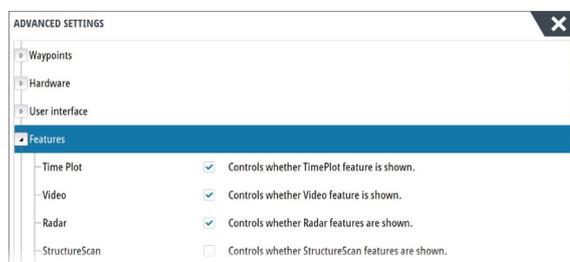
→ **Note:** A USB port should be set to switchable only when used for a mouse or a keyboard.

Advanced

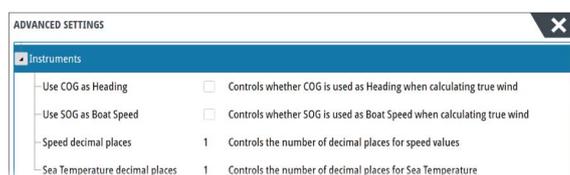
Used for configuration of advanced settings and how your system displays various user interface information.

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

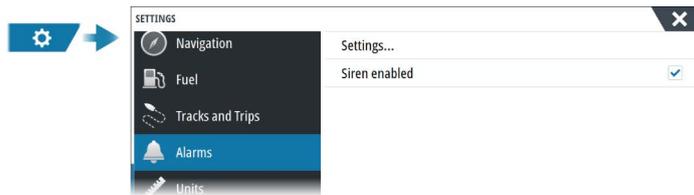
If boat speed is not available from a paddle wheel sensor, it is possible to use speed over ground from a GPS. SOG will be displayed as boat speed and used in the true wind calculations and the speed log.

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.

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

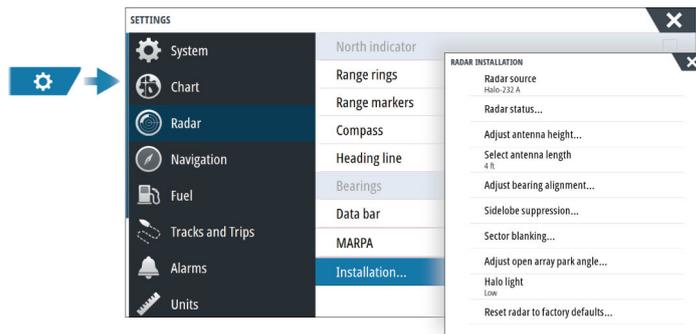
The Siren enabled option must be set in order for the unit to activate the buzzer when an alarm condition arises.

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 sensor.



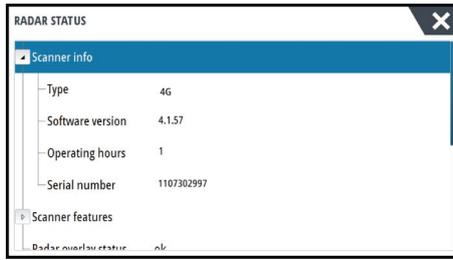
Radar source

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

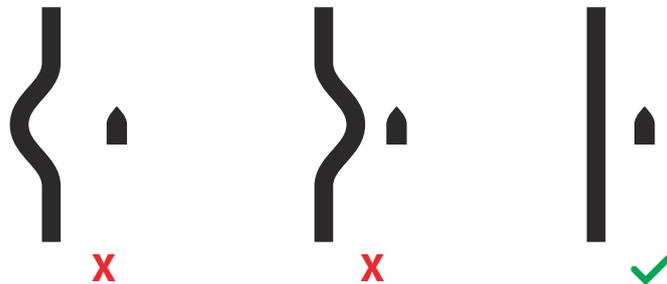
Select the proper antenna length.

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 target 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, or the radar target matches the AIS target.

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:

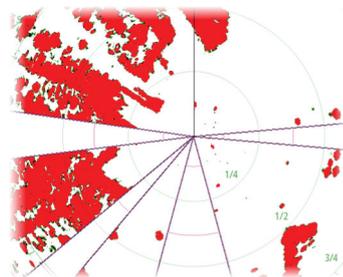
1. Set radar range to between 1/2 nm to 1 nm and the sidelobe suppression to auto
2. Take the vessel to a location where sidelobe returns are likely to be seen. Typically, this would be near a large ship, container port, or metal bridge.
3. Traverse the area until the strongest sidelobe returns are seen.
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 sidelobes 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.

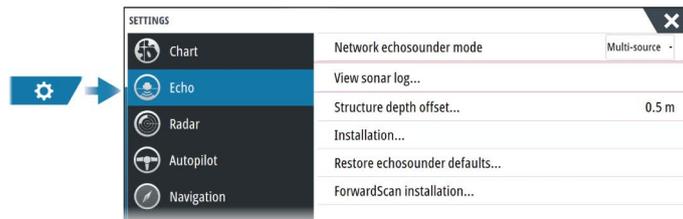
Reset radar to factory defaults

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

A compatible echosounder module (or another unit which has built-in sonar) shared over the Ethernet network is required to view echosounder images on the unit.



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.

Overlay DownScan

When a DownScan capable transducer is connected to your system, you can overlay DownScan images on the regular Echosounder image.

When overlay DownScan is activated, the Echosounder panel menu expands to include basic DownScan options.

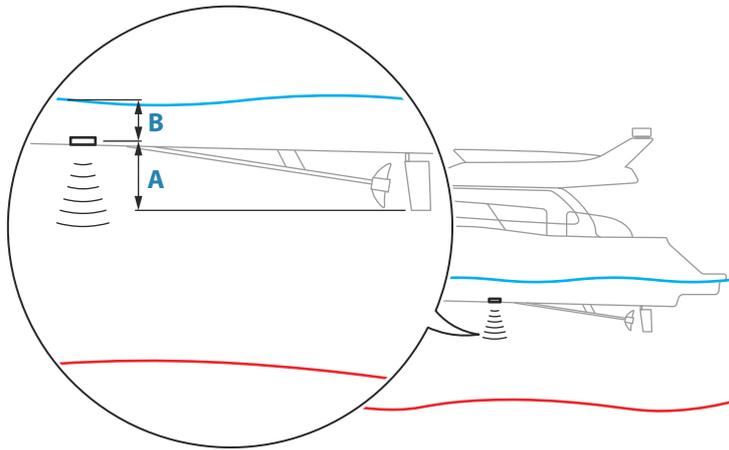
View sonar log

Used to view recordings. The log file is displayed as a paused image, and you control the scrolling and display from the menu.

You can use the cursor on the image, measure distance, and set view options as on a live image. If more than one channel was recorded in the selected log file, you can select which channel to display.

Structure depth offset

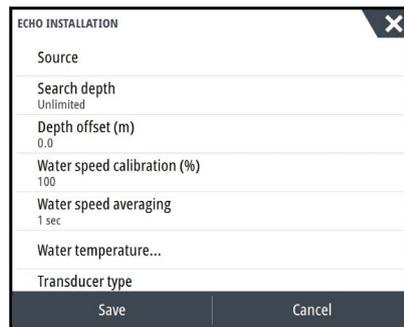
All transducers measure water depth from the transducer to the bottom. As a result, water depth readings do not account for the distance from the transducer to the lowest point of the boat in the water or from the transducer to the water surface.



- 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.

Installation

Use this dialog to setup and configure available sources.



Source

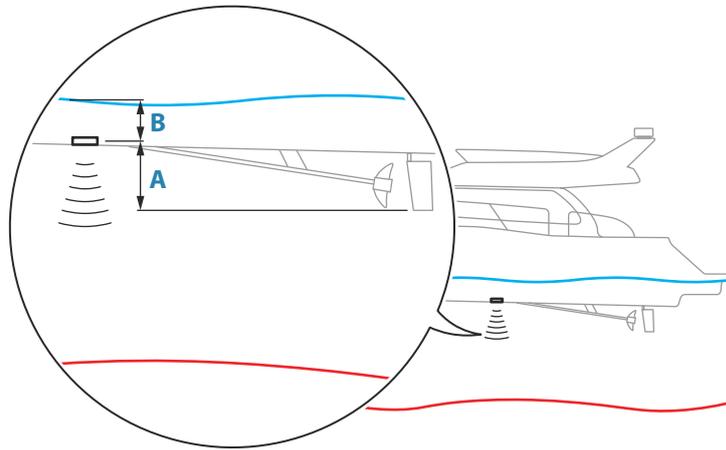
Select this option to display a list of sources available for setup. The settings you make in the rest of the dialog pertain to the source selected.

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.

Use depth and temp data from

Selects from which source the depth and temperature data is shared on the NMEA 2000 network.

ForwardScan installation

Available when the ForwardScan feature is connected.

For setup information, refer to the Operator Manual.

LiveSight installation

Available when a LiveSight transducer is connected.

For setup information, refer to the documentation following the LiveSight transducer.

Autopilot settings

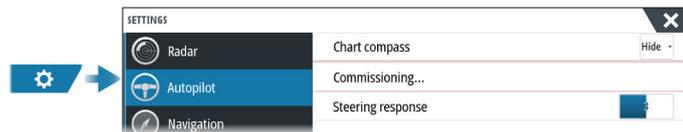
The Autopilot settings dialog depends on which autopilot computer that is connected to the system. If more than one autopilot is connected, the Autopilot settings dialog shows option for the active autopilot.

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.

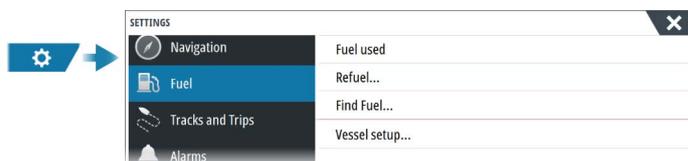
→ **Note:** The MFD cannot be used to configure or commission an AP70/AP80 system. For more information, refer to the documentation included with the autopilot system.

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 32.



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.

| VESSEL SETUP | |
|--|---------|
| Fuel remaining measurement Fuel consumed by engine(s) | |
| Number of Engines | 2 |
| Number of Fuel Tanks | 2 |
| Vessel total fuel capacity (L) | 0 |
| Nominal fuel consumption (NM/L) | 1.05669 |
| Save | Cancel |

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.

| DEVICE LIST | |
|---------------------------|---------------------|
| Model ID | Serial No. |
| EP-10: Fuel Flow (Center) | 3766245955646228644 |

| EP-10: FUEL FLOW - DEVICE INFORMATION | |
|---------------------------------------|---------------------|
| Device: | EP-10: Fuel Flow |
| Name: | |
| Manufacturer: | Lowrance |
| Software Ver: | 1.2.0 G0395D |
| Model: | 1.0.0 |
| Address: | 48 |
| S/N: | 3766245955646228644 |
| Instance: | 0 |
| Status: | OK |

| EP-10: FUEL FLOW - DEVICE CONFIGURATION | |
|---|------------------|
| Configuration | EP-10: Fuel Flow |
| Device | Port |
| Location | Port |
| Advanced Options | Starboard |
| Instance | Unknown |
| Unconfigure | |
| Reset Fuel Flow. | |

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.

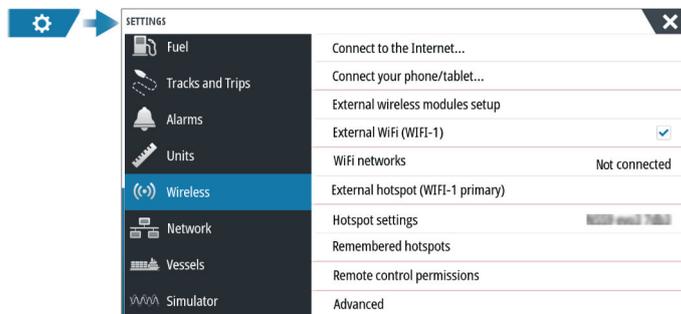
For setting up the Instrument bar or a gauge on the Instrument page with Fluid Level device data, refer to the Operator Manual.

- **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

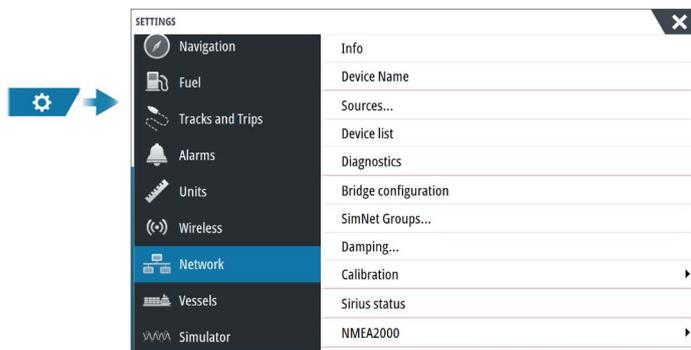
Provides configuration and setup options for the wireless functionality.

This unit does not have built-in WiFi. To connect to the internet or to use the Link app you must have a compatible external WiFi module connected to the same Ethernet network as this unit. The following image shows options available when the unit is connected to a compatible external WiFi module.



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.

Display assignment

Display assignment must be performed to enable the Home button on MO series monitors. It also ensures that when pressed, the home page is opened on the correct monitor.

This option must be set separately on both monitors connected.

→ **Note:** This feature is dependant on both the MPU and the MO series monitor being connected to the NMEA 2000 network.

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 to the NMEA 2000 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

Select this option to allow another device capable of creating and exporting waypoints via NMEA 2000 to transfer directly to this unit.

Send waypoint

Select this option to allow this unit to send waypoints to another device via NMEA 2000.

- **Note:** The system can only transmit or receive one waypoint at a time on creation of that waypoint. 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.

Serial 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/WiFi

The NMEA 0183 data stream is output and made available to tablet devices and PCs, via WiFi 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

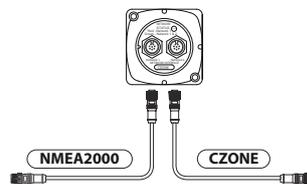
CZone connection to NMEA 2000

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

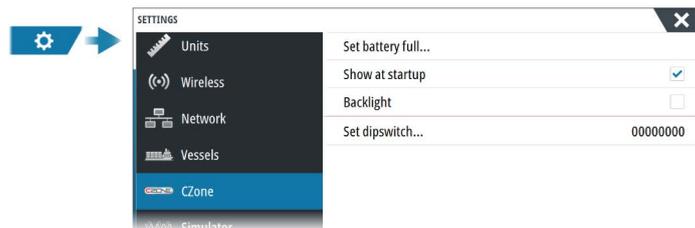
The CZone / NMEA 2000 Network interface bridge isolates the power of the two networks, but allows data to be freely shared between both sides.

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.



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 NSO evo3S MPU. 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 NSO evo3S MPU 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 NSO evo3S MPU is powered up.

Backlight

Enabling this causes the NSO evo3S MPU 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 NSO evo3S MPU 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.

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

Power-Pole

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.

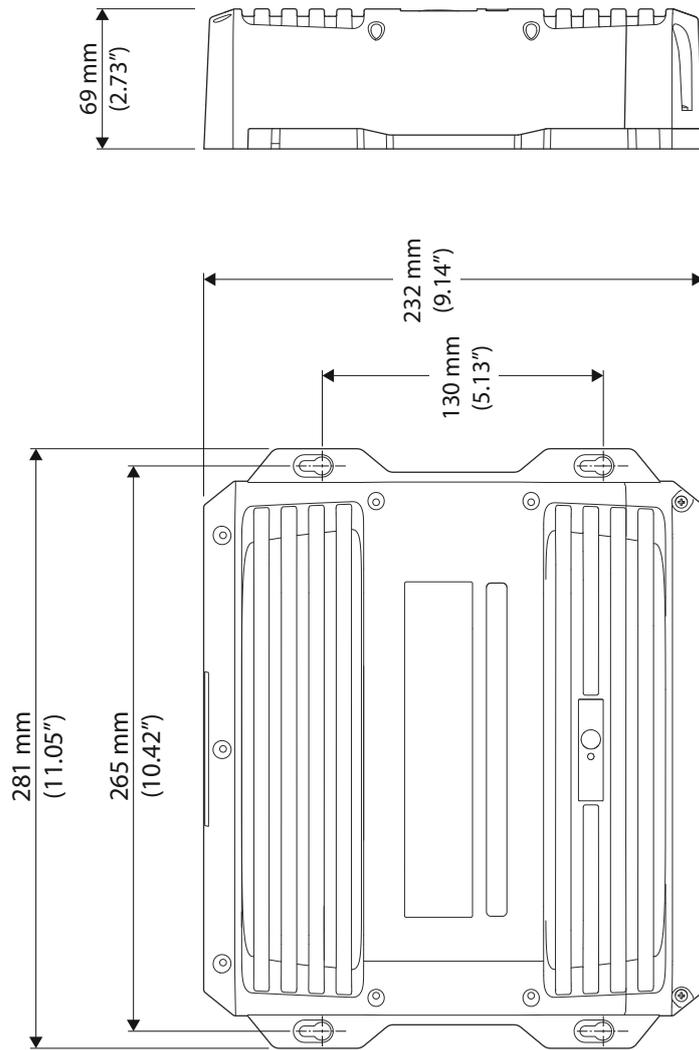
FLIR camera setup

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, or contact technical support.

6

Dimensional drawings

NSO evo3S MPU



7

Technical specifications

NSO evo3S MPU

| | |
|---|--|
| Electrical | |
| Supply voltage | 9 - 31.2 V DC |
| Power consumption - Max | 45 W |
| Power consumption - OFF | 1 W |
| Recommended fuse rating | 3 Amp |
| Low power standby mode | Yes |
| Protection | Reverse polarity and temporary over-voltage to 36 V |
| Alarm output current | 1 Amp |
| Processors | iMX8 Quad Max (x2) |
| Environmental | |
| Operating temperature range | -15°C to +55°C (5°F to 131°F) |
| Storage temperature | -20°C to +60°C (4°F to 140°F) |
| Waterproof rating | IPX2 |
| Interface/Connectivity | |
| Ethernet | 3 ports (1 & 2 are PoE (RJ45 socket)) |
| USB | 2 ports (USB-A) |
| NMEA 2000 | 1 port (Micro-C male, 1 LEN) |
| NMEA 0183 | 2 ports. Baud rate: 4800, 9600, 19200, & 38400 (via proprietary cable) |
| RS422 | 2 ports. Baud rate: 1200, 2400, 4800, 9600, 19200, 38400, 57600, 115200 |
| Video input | 2 ports (BNC female. NTCS or PAL format) |
| HDMI output | 2 ports (type A, 60 Hz nominal) <ul style="list-style-type: none"> • 800x600 (SVGA 4:3) • 1024x768 (XGA 4:3) • 1280x720 (HD 16:9) • 1366x768 (WXGA) • 1920x1080 (Full HD 16:9) • 1920x1200 (WUXGA 16:10) • 1280x800 (16:10) • 1280x1024 (SXGA 5:4) |
| Data card reader | 1 card slot (32 GB, SD card socket) |
| Physical | |
| Material | ABS plastic |
| Dimensions | Refer to " <i>Dimensional drawings</i> " on page 38 |
| Weight | 1.0 kg (2.2 lbs) |
| Compass Safe Distance - Metric, imperial | 50 cm (20") |

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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
- 130585 Entertainment - Bluetooth Source Status

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 - Echosounder

| 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 |
| MWW | 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 |



SIMRAD