

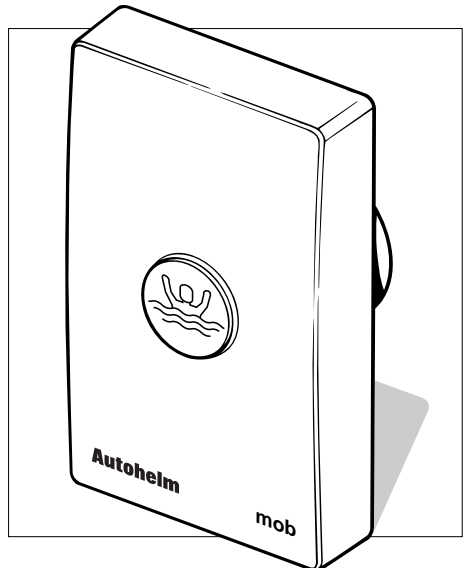
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Autohelm

ST80 ManOverboard Keypad

Operation Manual



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Package Contents

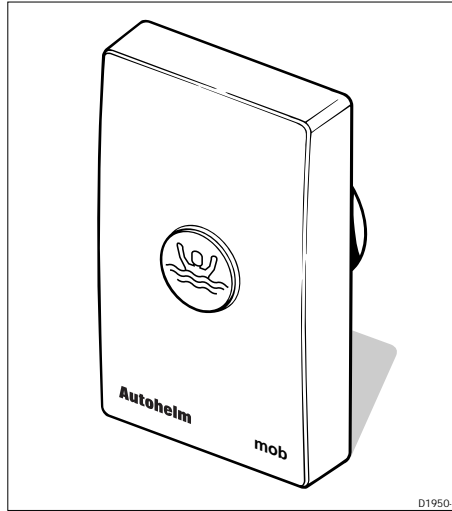
1. ManOverboard keypad
2. Thumb nuts (2)
3. Threaded fixing studs (2)
4. White sun cover
5. SeaTalk cable
6. Installation template
7. Operation manual
8. Warranty card
9. Operation cue card
10. Keypad installation guide

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Chapter 1: Operation

Introduction



The Man-Overboard keypad consists of a single button that, once activated in the event of a crew member going-overboard, transmits the following data on SeaTalk:



- Range and bearing calculated from Latitude and Longitude.
- Range and bearing calculated using dead reckoning.
- Elapsed time since the man-overboard button was pressed.
- A waypoint (number 999) to mark the ground position.

The keypad is designed for permanent mounting. Connections to SeaTalk are made by simply plugging the supplied cable into any ST80 3-way SeaTalk connector block.

Any number of MOB keypad's can be installed, each capable of activating the man-over-board alarm. Selected instruments will then display information relating to the position of the man-over-board.

Basic Operation

In the event of a man-overboard situation, the Man-Overboard (MOB) keypad will carry out the following tasks.

		<p>Press the MOB key to transmit the following data to SeaTalk:</p> <ul style="list-style-type: none"> Range and bearing calculated from Lat. and Lon. Range and bearing calculated using dead reckoning. Elapsed time from initiation of MOB condition. A Waypoint (999) to mark the ground position.
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When a MOB condition exists, the red power LED flashes and the internal buzzer sounds every 30 seconds.

Caution: **The MOB keypad is only an aid to recovery. It should not be used as an alternative to traditional methods and skills.**

Cancelling a Man-Overboard Condition

- Press and hold the button for 3 seconds to cancel a man-overboard condition.
- A man-overboard condition can be cancelled from any Man-Overboard keypad.
- This action clears all MOB data from SeaTalk and resets the system to normal.
- A Man-Overboard condition can also be cleared from a compatible display head.

Note: Please refer to the ST80 display head handbooks for man overboard display details.

General Information

- The keypad beeps when the button is pressed.
- The small red LED glows when the keypad is operational.
- The brightness of the keypad illumination is governed by the system illumination.
- If a power failure occurs during a MOB condition, MOB data is retained for use when the power supply is restored.
- Dead reckoned MOB data allows for the tide, assuming that the MOB and your vessel are in the same tidal stream.
- The dead reckoned position can only be calculated if heading and boat speed information is available.
- The ground position of the MOB can only be created if Latitude and Longitude is available from a radio or satellite navigation system.

Chapter 2: Problem Solving

2.1 Problem Solving

Keypad does not operate - power LED not illuminated

- Make sure the cable connecting the keypad to SeaTalk is connected properly.
- Make sure the cable is not damaged. Replace the cable if it is damaged.

Chapter 3: EMC and Servicing Guidelines

3.1 Important information

All Autohelm equipment and accessories are designed to the best industry standards for use in the leisure marine environment.

Their design and manufacture conforms to the appropriate Electromagnetic Compatibility (EMC) standards, but good installation is required to ensure that performance is not compromised. Although every effort has been taken to ensure that they will perform under all conditions, it is important to understand what factors could affect the operation of the product.

3.2 Installation

To avoid the risk of operating problems, all Autohelm equipment and cables connected to it should be:

- At least 1m (3 feet) from any equipment transmitting or cables carrying radio signals, e.g., VHF radios, cables and antennas. In the case of SSB radios, the distance should be increased to 2m (7ft).
- More than 2m (6ft) from the path of a radar beam. A radar beam can normally be assumed to spread 20 degrees above and below the radiating element.
- The equipment should be supplied from a different battery than the one used for engine start. Voltage drops below 10V in the power supply to our products can cause the equipment to reset. This will not damage the equipment, but will cause the loss of some information and may change the operating mode.

- Genuine Autohelm cables should be used at all times. Cutting and rejoining these cables can compromise EMC performance and so should be avoided unless doing so is detailed in the installation manual.
- If a suppression ferrite is attached to a cable, this ferrite should not be removed. If the ferrite has to be removed during installation it must be reassembled in the same position.

3.3 Check Before Going to Sea

- Always check the installation before going to sea to make sure that it is not affected by radio transmissions, engine starting etc.
- In some installations, it may not be possible to prevent the equipment from being affected by external influences. In general this will not damage the equipment but can lead to it resetting, or momentarily may result in faulty operation.

3.4 Servicing and Safety

- Autohelm equipment should be serviced only by authorised Autohelm service engineers. They will ensure that service procedures and replacement parts used will not affect performance. There are no user serviceable parts in any Autohelm product.
- Some products generate high voltages, and so never handle the cables/connectors when power is being supplied to the equipment.
- Always report any EMC related problem to your nearest Autohelm dealer. We will use any such information to improve our quality standards.

Chapter 4: Specification

Dimensions:	110 x 68 x 17mm (4.33 x 2.67 x 0.66in)
Power supply:	10 to 16V DC
Current consumption:	90mA to 190mA (illumination fully on)
Operating temperature:	-10 to 70°C (14 to 158°F)
Buzzer:	Single tone beep

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