

**SIMRAD**

# V5035 Class A / Inland AIS

Operator and Installation Manual

ENGLISH





# Preface

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## General Information

### I. Copyright

The entire contents of this instruction manual, including any future updates, revisions, and modifications, shall remain the property of SIMRAD at all times. Unauthorized copies or reproduction of this manual, either in part or whole, in any form of print and electronic media, is prohibited. The contents herein can only be used for the intended purpose of this manual.

### II. Disclaimer

SIMRAD is devoted to publish and maintain this product manual. As we continue to improve our AIS products to satisfy all customers' needs, information in this document is subject to change without notice. SIMRAD does not make any representations or warranties (implied or otherwise) regarding the accuracy and completeness of this document and shall in no event be liable for any loss of profit or any commercial damage, including but not limited to special, incidental, consequential, or other damage.

### III. Safety Warning



It is important to know that AIS is designed for the purpose of anti-collision and serves as a complement to navigation. It is not the absolute navigational equipment and does not replace any navigational system installed on board.

Any AIS device cannot guarantee monitoring and receiving signals from all vessels in the surroundings unless those vessels are equipped with AIS devices.



The coastline map in this transponder is neither verified nor approved by Hydrographic Authorities. It is not an Electronic Chart System and therefore should not be used for navigation. The information provided by the coastline map is for reference only and should be used together with other navigation sources and devices.



#### **ELECTRICAL SHOCK HAZARD**

Improper disassemble or modification could cause electrical shocks, fire, or personal injury.

Only qualified personnel could work on the interior of the equipment.



### **MAKE SURE THE POWER SOURCE AND THE POWER INPUT ARE MATCH**

Incorrect power sources will damage the equipment and may even result in fire.

Please ensure the correct power input on the adaptor before installation.



### **AVOID DIRECT CONTACT WITH RAIN OR SPLASHING WATER**

Electrical shock or fire could be resulted if water leaks into the equipment.

### **NOTE/INFORMATION**

- **Note:** Important notices and information will be noted in this Installation and Operation Manual

### **IV. Product Category**

This product is categorized as “protected” in accordance with the requirements as defined in IEC 60945.

### **V. Compass Safe Distance**

Safe distance to the transponder (and junction box) unit is:

- Standard-magnetic-compass: 0.50 m
- Steering-magnetic-compass: 0.40 m

### **VI. Hardware / Software Version**

The model name/number, hardware information, and firmware (software) version of the transponder can be identified through MKD at MENU/DIAGNOSTICS/VERSION. The software maintenance/upgrade of the transponder can be carried out on board via USB interface. The onboard documentation as described in Appendix C can be used to assist reflecting software maintenance records.

### **VII. Type Approval**

The SIMRAD V5035 AIS transponder complies with applicable international standards and is type approved in accordance with the European Marine Equipment Directive and CNRR standard for Inland AIS.

### **VIII. Declaration of Conformity**

Hereby, SIMRAD declares that this V5035 is in compliance with the essential requirements and other relevant provisions of Directive 96/98/EC.

### **IX. Disposal Instruction**

Do not dispose of this device with unsorted waste.

Improper disposal may be harmful to the environment and human health. Please refer to your local waste authority for information on return and collection systems in your area.

### **X. Contact Information**

For sales, services, and technical supports, please contact your local SIMRAD representatives or SIMRAD at:

<http://pro.simrad-yachting.com>

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# 1

## What is AIS?

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The Automatic Identification System (AIS) is a Very High Frequency (VHF) radio broadcasting system that transfers packets of data over the VHF data link (VDL) and enables AIS equipped vessels and shore-based stations to exchange identification information and navigational data. Ships with AIS transponders continually transmit their ID, position, course, speed and other data to all nearby ships and shore stations. Such information can aid greatly in situational awareness and provide a means to assist in collision avoidance.

AIS equipment is standardized by ITU, IEC, IALA and IMO and is subject to approval by a certification body. The following AIS devices have been developed for variant applications.

- **AIS Class A:**  
Mandated by the IMO for vessels of 300 gross tonnages and upwards engaged on international voyages, cargo ships of 500 gross tonnages and upwards, as well as passenger ships. It transmits typically on 12.5 watt output power.
- **Inland AIS:**  
Inland AIS is based on the Class A Maritime AIS VHF radio technology. And just like the Class A AIS, it transmit its own ship's data and receives data from other AIS equipped vessels that operates in inland waterways. It is most effective when used together with ECDIS with inland cartography.
- **AIS Class B:**  
Provides limited functionality and is intended for non-SOLAS commercial vessels and recreational vessels. It transmits typically on 2 watt output power.
- **AIS Receiver:**  
Only receives AIS signal and does not have transmitter to send out AIS signal. Suitable for recreational vessels that do not want to send out its vessel information.

- **AIS Base Station:**

Is provided by aids-to-navigation authorities to enable the ship to shore / shore to ship transmission of information. Networked AIS Base Stations can assist in providing overall maritime domain awareness.

- **AIS AtoN (Aids to Navigation):**

Provides an opportunity to transmit position and status of buoys and lights through the same VDL, which can then show up on AIS-ready devices within the range.

- **AIS SART:**

Search and Rescue Transmitter using AIS can be used to assist in determining the location of a vessel in distress. It is typically used on life rafts.

- **AIS on Search and Rescue (SAR) Aircraft:**

Used on airplanes and helicopters to assist search and rescue operation.

# 2

## System overview

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### Product description

The SIMRAD V5035 is a new generation AIS Class A transponder fully compliance with IMO, IEC, and ITU international standards. It provides a compact single box solution, easy to install and operate. The unit is designed with advanced technology which sets a new standard for quality, performance, and value. It is an excellent choice for SOLAS vessels, commercial vessels, and professional vessels.



The V5035 consists of a transceiver radio unit, an integrated GPS receiver, a controller unit, and a color 3.5" LCD display with menu keypads. The radio has three receivers -- two TDMA receivers and one DSC receiver. The transmitter alternates its transmission between the two operating TDMA. The controller unit creates and schedules data packets (containing dynamic, static and voyage related data) for transmission based on the IMO performance standard for AIS.

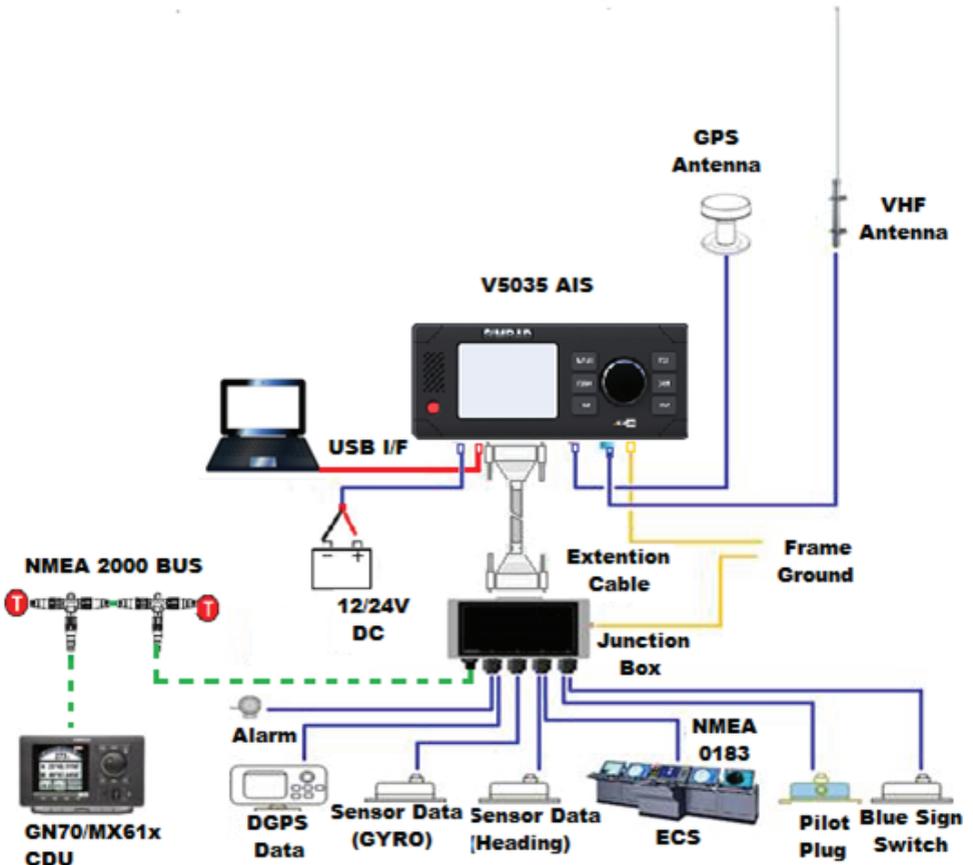
The V5035 can be connected to the ship's sensors as required by the IALA guidelines through an external junction box (supplied in the package). The unit can also interface external navigation and presentation systems that support IEC 61162-1 related sentences. It is also capable for connection to Long Range system like Inmarsat C. The V5035 supports both IMO and Inland AIS which is configurable by the software.

The color LCD display and menu keypads provide an intuitive graphical user-friendly interface to the system. It can display the location of other vessels, aids to navigation and search and rescue vessels. The AIS transmit and receive status are shown on the screen which helps user to know the working status of the unit easily. The LCD and keypad can also be used to send and receive messages, perform configuration as well as supervise the systems status.

## Main features

- IMO Compliant Class-A AIS system
- Supplied as a standalone system with junction-box, GPS antenna and Pilot Plug
- Easily integrates with Simrad GPS and Charting systems via NMEA2000 interface.
- Perfect complement to Simrad IMO GPS/GNSS systems (GN70, MX610, MX612)
- Multiple sensors input ports and bi-directional data ports
- Control knob and keypad for easy operation
- Color 3.5" LCD display

## Interconnection diagram

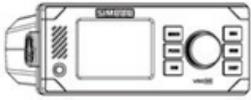


# 3

## Installation

### Equipment in the box

The standard supply in the package includes the following items. Please contact your local representative if any item is missing.



Class A AIS Transponder unit  
000-12249-001



Junction box  
000-12324-001



Pilot plug  
000-12325-001



GPS antennе ANT-21  
with 10 m cable  
000-12326-001



U-shaped mounting  
bracket kit  
000-12327-001



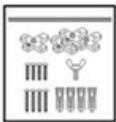
37-pin extension  
cable 1.8 m  
000-12328-001



3-pin power  
cable 1 m  
000-12329-001



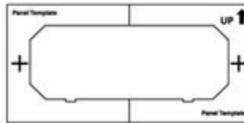
USB to Mini-USB  
cabale 1.8 m  
Included



Junction box  
mounting kit  
Included



Panel mount  
holder kit  
Included



Panel mount cutting  
template  
Included



User manual  
988-10838-001

Parts list	Part Number
MX5035 Class A AIS Transponder unit w/GPS antenna and USB cable	000-12249-001
Junction box	000-12324-001
Pilot Plug Asy.	000-12325-001
U-bracket mounting kit	000-12327-001
37-pin extension cable	000-12328-001
3-pin power cable	000-12329-001
Panel mount holder kit	000-12330-001
User manual	988-10838-001

## Installation procedures

Please familiarize the manual content before begin installation. Use the following recommended steps for installation.

1. Mount the transponder unit to a desired location
2. Mount junction box
3. Install VHF antenna
4. Install GPS antenna
5. Connect all external sensors and data interfaces to the junction box
6. Connect all required cables to the main transponder unit
7. Power on the main transponder unit
8. Complete configuration settings
9. Perform system functional test

## RF cable requirements

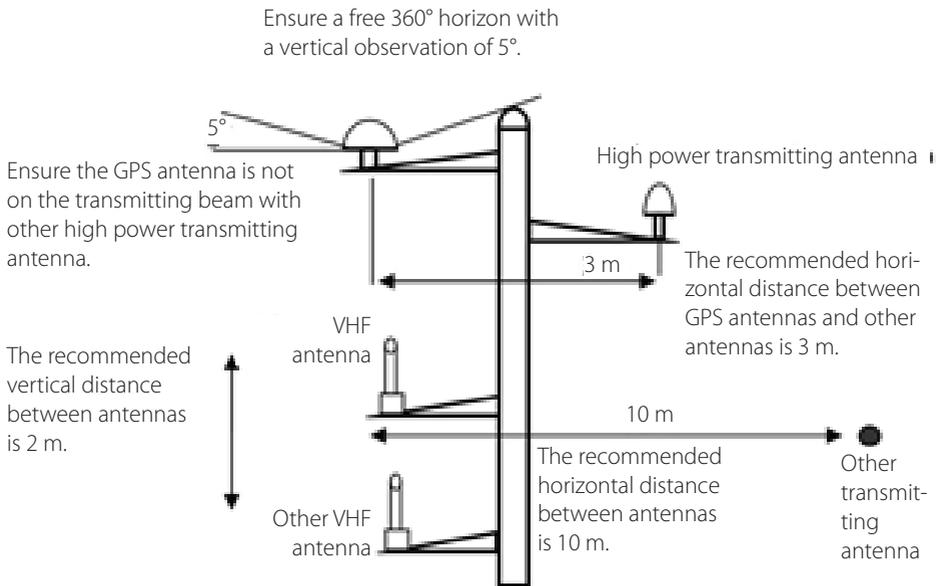
The following RF cables are recommended to install the V5035 - .

- VHF Antenna Cable  
Type: 5D-FB or equivalent  
Connector: SO-239 (Male)
- GPS Antenna Cable  
Type: RG58A/U or equivalent  
Connector: TNC (Male)  
Cable and connector are supplied as part of the GPS antenna.

## VHF antenna installation

The quality and positioning of the antenna are the most important factors dictating AIS performance. It is recommended that a VHF antenna with omni directional vertical polarization be specifically tuned for AIS operation band. Since the range of VHF signals is largely decided by line of sight distance, the VHF antenna should be placed as high as possible and at least 5 meters away from any constructions made of conductive materials.

To avoid interference, the VHF antenna location should be placed accordingly as diagram below:



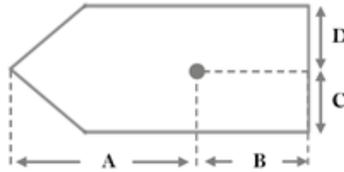
*VHF/GPS antenna locations*

## GPS antenna installation

The GPS antenna must be installed where it has a clear view of the sky, so that it may access the horizon freely with 360° degrees, with a vertical observation of 5 to 90 degrees above the horizon as illustrated below.

## GPS antenna location

Enter the GPS antenna location data in "SHIP SETTING" after the installation.

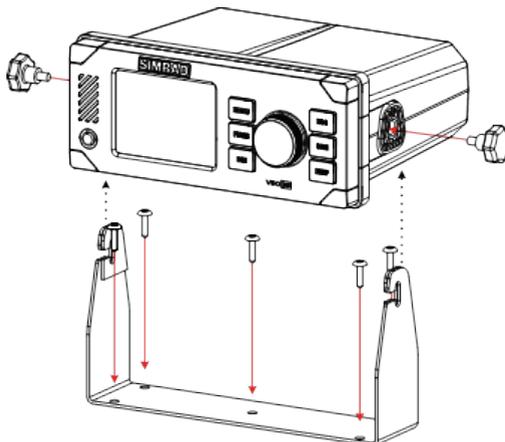


## Mounting SIMRAD V5035

Use the following guidelines to check the installation location for your AIS transponder:

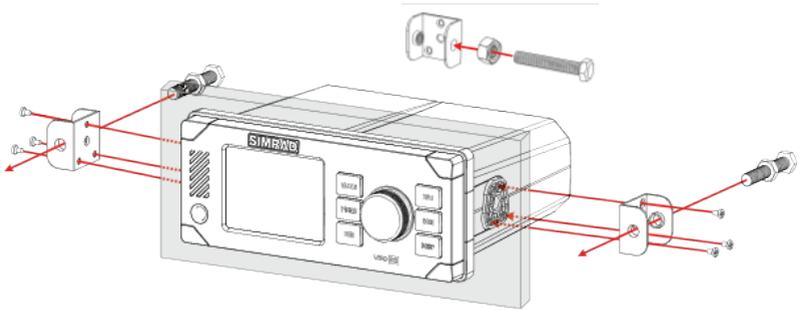
- The AIS transponder should be mounted in a location that is accessible and readable to user at all time.
- The transponder should be installed in a protected environment away from direct rain and water contact.
- The transponder is designed to operate in an environment with 15°C ~ 55°C temperature. Environments with excessive heat may cause damages to the transponder.
- The transponder should not be installed near flammable or hazardous environments.
- The AIS transponder should be installed at least 0.5 m away from magnetic compasses.

## Mounting Transponder

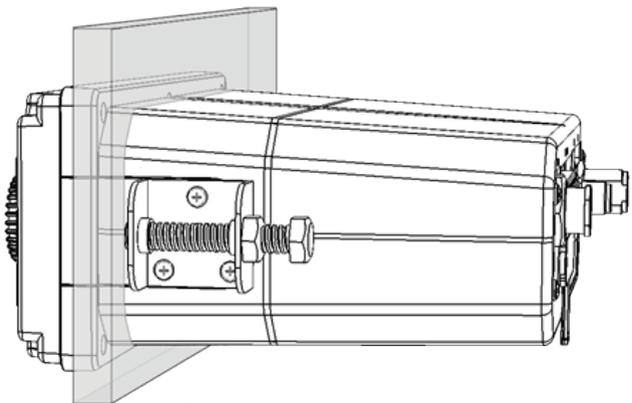


### Panel mounting (1)

1. Line up the mounting template on control panel to sketch an outline for the cutting area.
2. Using a jigsaw carefully cut along the sketched cutting area.
3. If necessary, clean up edge with glass paper or file.
4. Mount the transponder through the opening.
5. From the rear, install the mounting brackets with the M3X8 screws.
6. Apply the mounting bracket screw (brackets are directional, ensure correct one is fitted to each side) on each side for a firm fix.



*Panel mounting (1)*

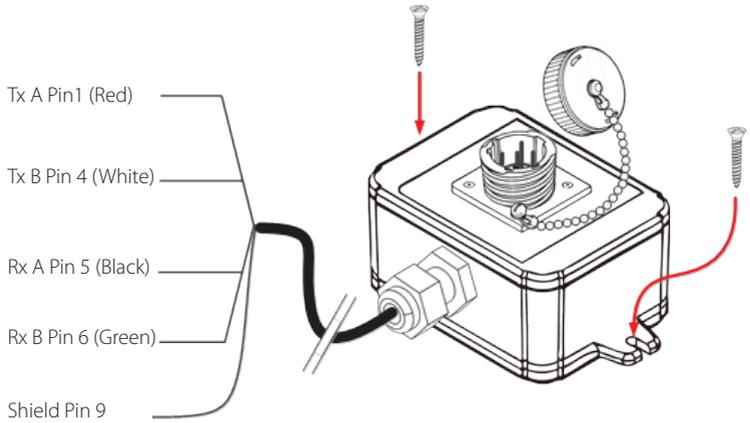


*Panel mounting (2)*



## Mounting pilot plug

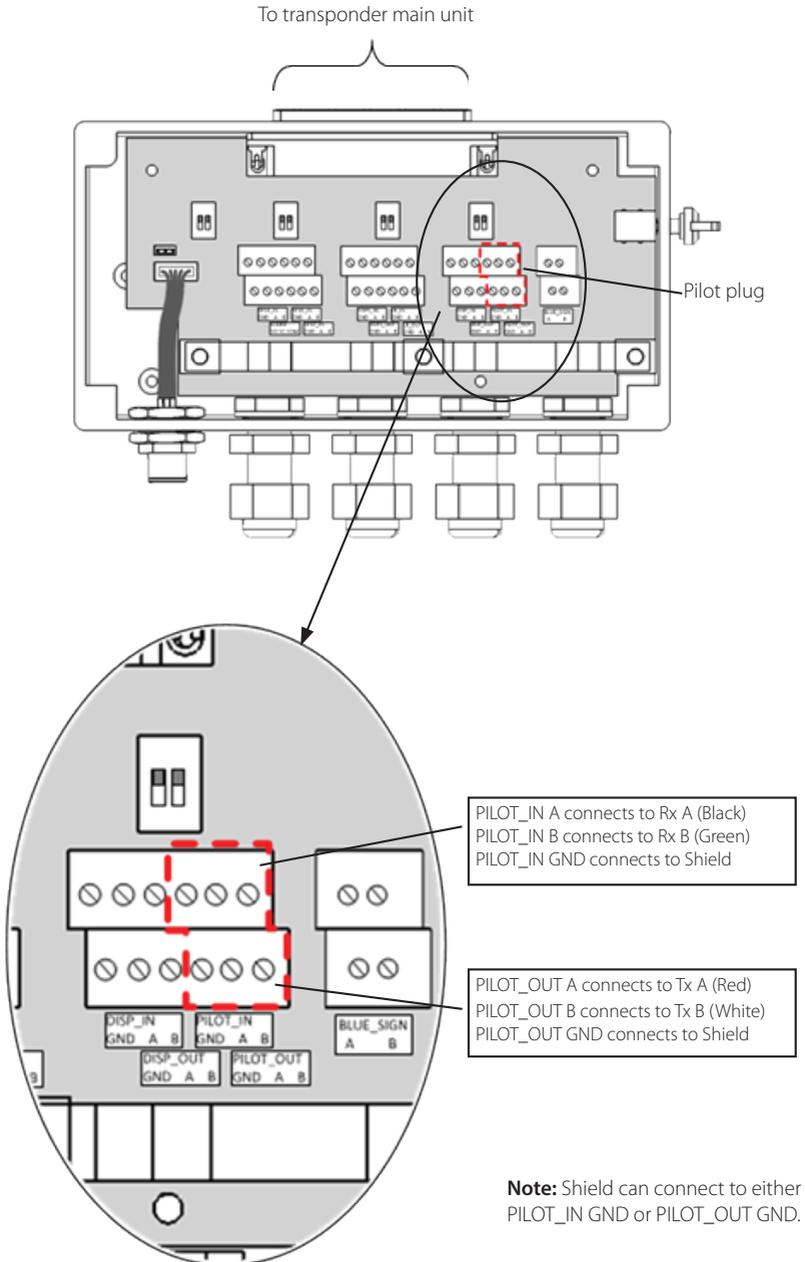
The Pilot Plug device provides connecting interface to pilots and other mariners to connect their own PC or other portable device to V5035 on board.



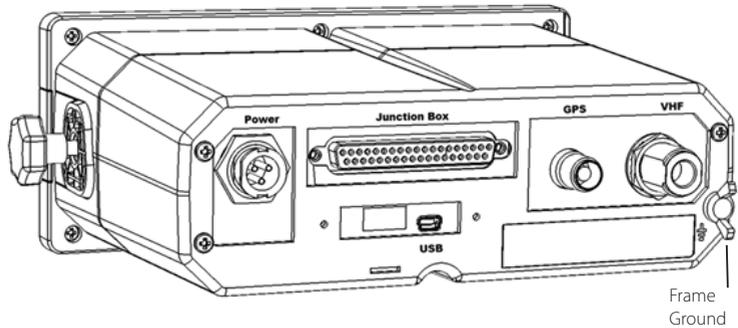
Pin number	Function	Wire color
Pin 1	Tx A	Red
Pin 2	--	
Pin 3	--	
Pin 4	Tx B	White
Pin 5	Rx A	Black
Pin 6	Rx B	Green
Pin 7	--	
Pin 8	--	
Pin 9	Shield (Ground)	

## Connecting to MX5035 Junction Box

Use the following guidelines to connect the Pilot Plug to the V5035 Junction box. Refer to External Connectors (Junction Box) page 21.



## External connectors (Transponder main unit)



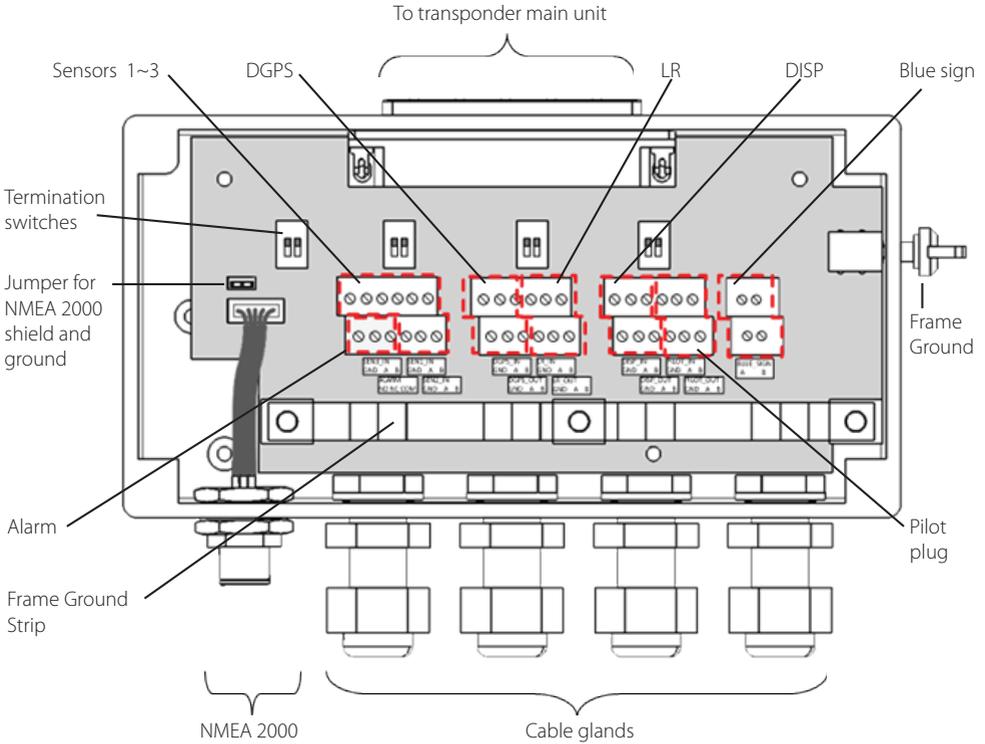
Name	Description	Type of connector
<b>VHF</b>	VHF antenna connector	SO-239 (female)
<b>GPS</b>	GPS antenna connector	TNC (female)
<b>Power</b>	Power input connector	Round type, 3 pins
<b>USB</b>	USB connection to PC	Mini type USB
<b>Junction box</b>	Extension connection to Junction box	D-Sub 37 pins
<b>Frame ground</b>	Connect to ship frame	

### Vessel power supply requirement

Connect to the ship's power source, ideally an uninterrupted power supply (UPS), through a 2-pole switched fused supply to allow isolation for servicing. Power requirement is 12-24 V DC typical 5 A minimum. Required conductor area, cable length 0-10 m is 1.5 mm<sup>2</sup>  $\varnothing$  minimum.

- **Note:** The Class A power supply requirement should comply with IMO guidelines for the class of vessel concerned. National authorities and classification societies may have their own power supply requirements; these should also be considered.
- **Note:** Some boats require frame ground connection of all electronic devices on the ship frame.

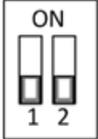
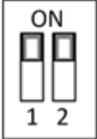
## External connectors (Junction box)



Connector	Label name	Description	Function usage
Sensor 1	SEN1_IN GND	Sensor 1 ground	Connect to data sources such as heading, gyro, or other type of sensors.
	SEN1_IN A	Sensor 1 input A	
	SEN1_IN B	Sensor 1 input B	
Sensor 2	SEN2_IN GND	Sensor 2 ground	Connect to data sources such as heading, gyro, or other type of sensors.
	SEN2_IN A	Sensor 2 input A	
	SEN2_IN B	Sensor 2 input B	
Sensor 3	SEN3_IN GND	Sensor 3 ground	Connect to data sources such as heading, gyro, or other type of sensors.
	SEN3_IN A	Sensor 3 input A	
	SEN3_IN B	Sensor 3 input B	

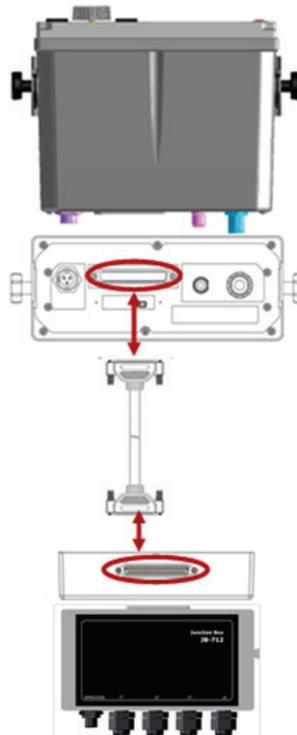
Connector	Label name	Description	Function usage
Pilot plug	PILOT_IN GND	Input Ground	Pilot plug port
	PILOT_IN A	Input A	
	PILOT_IN B	Input B	
	PILOT_OUT GND	Output Ground	
	PILOT_OUT A	Output A	
	PILOT_OUT B	Output B	
Alarm	ALARM NO	Alarm normally open	
	ALARM NC	Alarm normally closed	
	ALARM COM	Alarm common	
DGPS input	DGPS_IN GND	DGPS input ground	DGPS sensor
	DGPS_IN A	DGPS input A	
	DGPS_IN B	DGPS input B	
DGPS output	DGPS_OUT GND	DGPS output ground	DGPS sensor
	DGPS_OUT A	DGPS output A	
	DGPS_OUT B	DGPS output B	
LR input	LR_IN GND	LR input ground	Long range input
	LR_IN A	LR input A	
	LR_IN B	LR input B	
LR output	LR_OUT GND	LR output ground	Long range output
	LR_OUT A	LR output A	
	LR_OUT B	LR output B	
Display	DISP_IN GND	DISP input ground	Connect to the data output of an external display system such as ECDIS.
	DISP_IN A	DISP input A	
	DISP_IN B	DISP input B	
	DISP_OUT GND	DISP output ground	Connect to the data input of an external display system such as ECDIS.
	DISP_OUT A	DISP output A	
	DISP_OUT B	DISP output B	
Blue sign	BLUE_SIGN A		Connect to a blue sign switch.
	BLUE_SIGN B		

→ **Note:** RTCM-SC-104 beacon input is currently not implemented by the DGPS\_IN input.

Item	Usage
Termination switches	<p>The switches provide line termination configuration.</p> <p>Termination off      Termination on</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> </div>
Jumper for NMEA 2000 shield and ground	<p>The jumper's purpose is to wire together NMEA2000 cable's shield and ground. Depending on your scenario, you may choose not to connect them together.</p>

## Connecting extension cable

Use the 37-pin- extension cable (1.8M) provided in the package connect V5035 to the junction box.



*Connecting V5035 with Junction box*

## Configuring the V5035

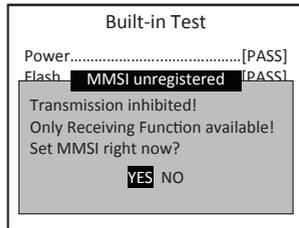
The following items must be completed before initial configuration.

1. Ensure VHF and GPS antennas are connected to the transponder main unit.
2. Ensure the 37-pin-connector extension cable is connected from the transponder main unit to the junction box.
3. Ensure the power cable is connected and supplied with stable voltage/current power source.
4. Ensure applicable external devices are connected through the junction box.

### Initial Configuration

The initial configuration, particular, MMSI (Maritime Mobile Service Identity) number must be done before operation. The following initial configuration is required:

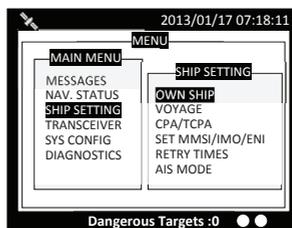
1. Setup 1: MMSI should be correctly programmed.



*Built-in Test*

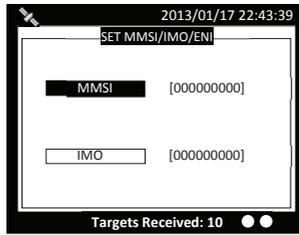
2. Press MENU and select main menu item SHIP SETTING. (Password required, default is "0000")

A. Setup call sign, ship name, ship type, external/internal GPS antenna position in OWN SHIP.



*Own ship*

B. If IMO identification number is applicable, select main menu item Set MMSI/IMO/ENI to setup IMO number.



*IMO setting*

For more information please refer to SHIP SETTING, page 55.

# 4

## Operation

### Panel description

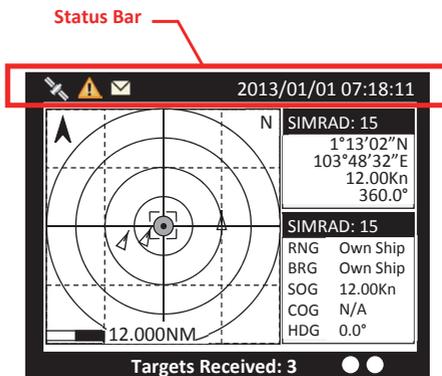


Item No.	Name	Description
1	Power switch	Power On/Off (push button over 5 seconds)
2	Beeper	Sounds when buttons are pushed and by MOB alarm
3	Display	3.5" LCD color screen

Key	Description
MENU	Return to main menu / detail menu select
FUNC	Different function on display mode (Zoom In/Out, etc) and has different roles in submenus
DIM	Adjust dim degree (refer to page 34)
Knob	Rotate to select, press to confirm
DISP	Change to different display modes: 1. Coastal view 2. Radar view 3. AIS target list 4. Dangerous target list 5. Own ship detail 6. GPS satellite information 7. Region setting list
SRM	Emergency SRM broadcast
ESC	Cancel/Back to main menu, or press and hold for 3 seconds to access alarm list

## Status bar

The status bar constantly indicates Date (YYYY/MM/DD), Time, GPS status, ALR, and SRM.



Status bar

Icon	Description
	GPS Status: position fixed
	GPS Status: non-fixed
	ALR Status: alarm messages occurs
	Inbox SRM: unread coming SRM message
	SART/MOB: SART or MOB message received
	EMMA warning (RFM23): warning received
	ETA/RTA: message received
	Water levels (RFM24): message received

## Transmission and reception bar

The Transmission & Reception bar constantly displays real time status of transmissions and receptions on any display modes. The 3 default displayed messages are received AIS targets, dangerous targets, and Tx power level.

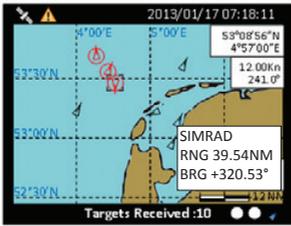
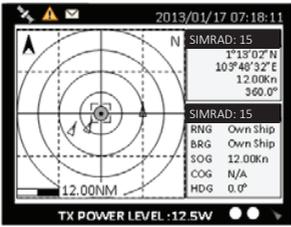
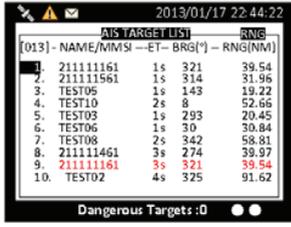
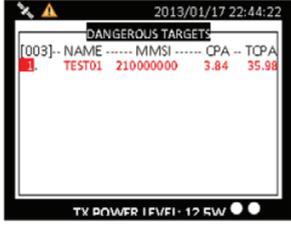
Transmission & Reception Bar

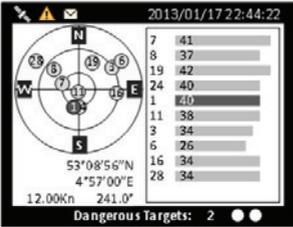


Item No.	Name	Function	
1	Text banner	Shows the numbers of "Targets Received" and "Dangerous Targets" automatically.	
2	Indicators  Ch.87 Ch.88	 No transmissions & receptions: No flash	
		 Reception of AIS message: Flash green color	
		 Transmission of AIS message: Flash red color	
3	Function Icon (Coastal view only)	 zoom in/out  up/down  left/right  target selected  SART/MOB	The function icon indicates the knob's action differently in operations.  Push <b>FUNC</b> enables the knob to operate different actions  SART/MOB alert icon only available when valid SART or MOB target is received
	Function Icon (Radar view only)	 zoom in/out  target selected  SART/MOB	
4	Inland mode	 Indicate the system is running Inland mode	
	Blue sign	 Indicate Blue Sign device is connected	

# Display modes

For quick access, users can rotate display modes by simply pressing the DISP button.

Display mode	Screenshot	Purpose
Coastal view		Display all targets on basic coastline map (Refer to Coastal View, page 32)
Radar view		Displays all targets on radar view (Refer to Radar View, page 33)
AIS target list		Shows all received ship data (Refer to AIS Targets, page 49)
Dangerous target list		Shows all dangerous AIS targets presently (Refer to Dangerous List, page 54)

Display mode	Screenshot	Purpose
Own ship detail		Shows all the details of own ship (Refer to Own Ship detail, page 48)
GPS satellite information		Shows the GPS satellite current usage status (Refer to GPS Status, page 70)
Region setting list		Show all the Region of own ship (Refer to Own Ship detail, page 48)

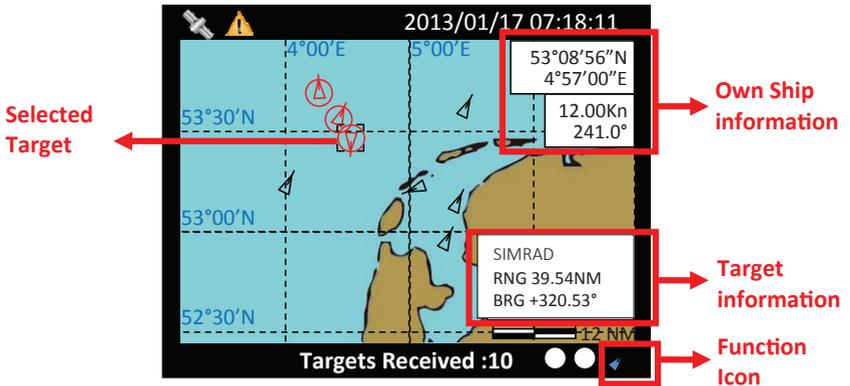
## Target symbol descriptions

Symbols for each AIS target displayed on the radar view is as described below:

Symbol	Description
	GPS Reception: Normal / Color: Black and Gray Under normal GPS reception, own ship is located in the center of the radar view.
	GPS Reception: No GPS / Color: Blue Without GPS reception, own ship needs to be located manually.
	Color: Black Ship equipped with AIS system in the surrounding sea will appear on the radar view as an AIS target.

Symbol	Description
Selected target 	Color: Black / Flashing Colored Frame Use the arrow keys to select any target on the radar view. After selected, press <ENT> and the detailed information on each target can be viewed.
Dangerous target 	Color: Red / Circled Frame When distance to a ship is smaller than CPA/TCPA, the target will be circled in RED. Use the arrow keys to select the dangerous target and to view its detailed information.
Friend ship 	Color: Magenta If any pre-stored Friend Ship is nearby, the Friend Ship will appear in Magenta on the radar view.
Los signal target 	Color: Black / Red Cross If reception of an AIS target has ceased over 10 minutes, a "X" will be displayed over it. The target will disappear from the Radar View after its reception has ceased for one hour.
AtoN (Real) 	Color: Black / Plus Sign The icon will be displayed if any AIS AtoN (Aids to Navigation) Real is in the range of reception.
AtoN (Virtual) 	Color: Black / Plus Sign and Undercut The icon will be displayed if any AIS AtoN (Aids to Navigation) Virtual is in the range of reception.
AtoN (off position) 	Color: Red / Plus Sign The icon will be displayed if any AIS AtoN (Aids to Navigation) is in off position status.
SAR 	Color: Black The icon will be displayed if any air plane is in the range of reception.
SART 	Color: Red / Cross The icon will be displayed if any SART message is sent out.
Base station 	Color: Green The icon will be displayed when any base station is in the reception range.

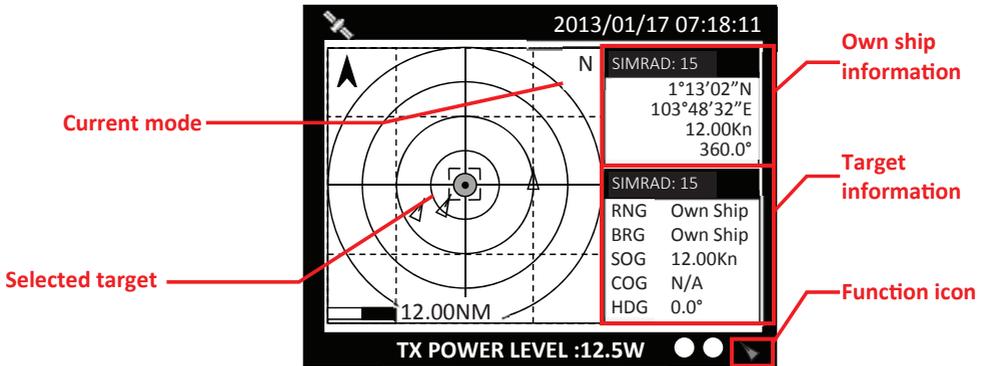
## Coastal view



Item	Function
Own Ship information	Own-ship information for latitude, longitude, SOG and COG
Target information	Display the target information such as vessel name or MMSI as well as range and bearing relatively to the own ship
Function Icon (Coastal View)	Users can select one of the 5 viewing modes by pressing the FUNC button. Turn the knob to change the selected range, position, AIS target or SART/MOB target
 zoom in/out	The plot range can be adjusted by turning the knob which cycles through the ranges 24, 12, 6, 3, 1.5, 0.75, 0.5, 0.25, 0.125 and 0.05 nm.
 up/down	Turn the knob to move the map vertically
 left/right	Turn the knob to move the map horizontally
 target selected	Turn the knob to navigate between different AIS targets, while press the knob to see more details of the target.
 SART/MOB	This icon appears only when valid SART or MOB target is received. Turn the knob to navigate between different SART/MOB targets, press the knob to see more details of the target.

 The coastline map in this transponder is neither verified nor approved by Hydrographic Authorities. It is not an Electronic Chart System and therefore should not be used for navigation. The information provided by the coastline map is for reference only and should be used together with other navigation sources and devices.

## Radar view



Radar View displays own ship and target ships' statuses, and their correlations.

On this view, the vertical grid lines are the longitudinal lines and the horizontal grid lines are the latitudinal lines. Underneath the radar view is a proportional chart scale showing the current ratio displayed.

Under Radar View, only 3 function icons are available -  Zoom In/Out,  Select Target and  SART/MOB. The operation with FUNC button is same as described in page 32.

Radar View supports three ship orientation modes, North up, Head up, and Course up. Each orientation mode is indicated by the up-percase letter (N, H, or C) on the right upper corner. The left upper corner is the north arrow indicating the direction of north.

<b>N</b>	<b>NORTH UP</b>	The chart orientation is fixed and true north is always pointing up.
<b>H</b>	<b>COURSE UP</b>	The orientation is determined by the own ship's traveling course.
<b>C</b>	<b>HEAD UP</b>	The orientation is determined by the direction of own ship's bow.

## Dimmer setting

Press the button "DIM" to enter the dimmer setting page.

Button	Description
Knob (Turn left/right)	Adjust screen brightness (decrease/increase)
Knob (Press)	Save and leave the page
DIM	Restore screen brightness to default setting (100)
MENU, ESC	Leave the page without saving

## Entering text

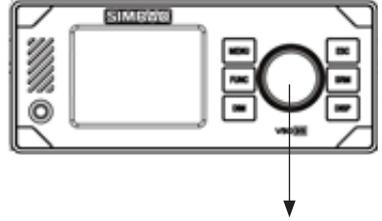
The knob on the front control panel is used for entering and editing text. The figures below show the text entering procedures.

1. Turn the knob to traverse the menu items up or down. Once selected, press the knob to select the item for text entering.
2. Select a character position to edit. Turn the knob to move the cursor left or right and press the knob to confirm the position.
3. System is now in character selection mode as the cursor position is highlighted. Turn the knob to pick an available character and press the knob for character selection.

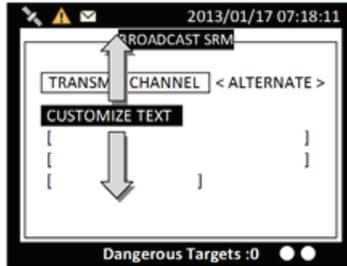
	A	B	C	D	E	F	G
H	I	J	K	L	M	N	O
P	Q	R	S	T	U	V	W
X	Y	Z	0	1	2	3	4
5	6	7	8	9	[	\	]
^	_	!	"	#	\$	÷	&
'	(	)	*	+	,	-	.
/	:	;	<	=	>	?	@

→ **Note:** Space is first character for selection.

- Use steps 2 and 3 to finish entering all needed characters. To confirm and save, press down the knob and hold for 2 seconds.



1: Traverse menu



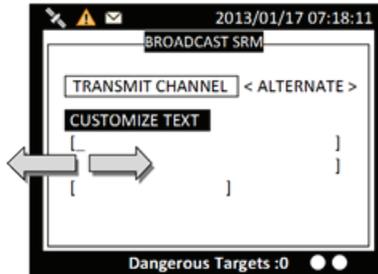
Turn knob to move up or down



Press to enter



2: Select a character position



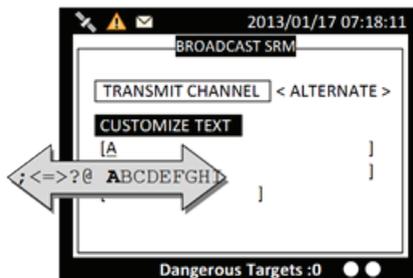
Turn knob to move left or right



Press to start editing



3: Pick character



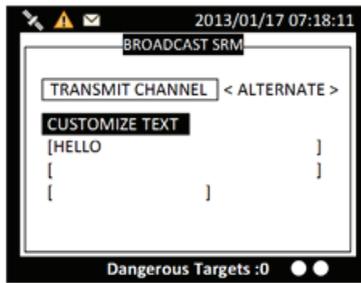
Turn knob to select character



Press to confirm



#### 4. Confirm and save



To save entered text, press and hold the knob for 2 seconds.



# Menu tree overview

Press MENU button to enter MAIN MENU. Please note inland menus, Inland Messages and Inland Settings, are only available when the unit operates under inland mode.

## MESSAGES

INBOX SRM (page 41)  
OUTBOX SRM (page 41)  
BROADCAST SRM (page 42)  
ADDRESSED SRM (page 42)  
LR INBOX (page 43)



## INLAND MESSAGES\*

ETA/RTA INBOX (page 44)  
ETA OUTBOX (page 45)  
CREATE ETA MSG (page 45)  
POB OUTBOX (page 46)  
CREATE POB MSG (page 46)  
EMMA WARNING (page 47)  
WATER LEVEL (page 48)



## NAV. STATUS

OWN SHIP (page 48)  
AIS TARGETS (page 49)  
REGION LIST (page 51)  
ALARM LIST (page 51)  
ALARM HISTORY (page 53)  
SENSOR STATUS (page 53)  
DANGEROUS LIST (page 54)  
MOB LIST (page 54)  
FRIEND SHIPS (page 55)



## SHIP SETTING

OWN SHIP (page 56)  
VOYAGE (page 57)  
CPA/TCPA (page 58)  
SET MMSI/IMO/ENI (page 58)  
RETRY TIMES (page 60)  
AIS MODE (page 60)



## INLAND SETTING\*

VESSEL DATA SET. (page 60)  
ETA SETTING (page 61)  
NUMBER OF PERSON (page 62)  
BLUE SIGN SET. (page 62)  
REPORT RATE SET. (page 62)



## TRANSCEIVER

TRANSCEIVER SETTING (page 62)



## SYS CONFIG

CUSTOMIZE (page 63)  
RADAR VIEW (page 64)  
MAP CALIBRATION (page 65)  
SENSOR CONFIG (page 65)  
FACTORY (page 65)  
PASSWORD (page 66)  
LONG RANGE SET. (page 67)  
LR BCST SET. (page 67)  
DEST. TABLE SET. (page 68)  
ALARMS SETTING (page 68)  
VSWR SETTING (page 68)

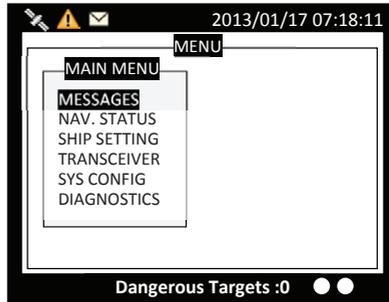


## DIAGNOSTICS (page 69)

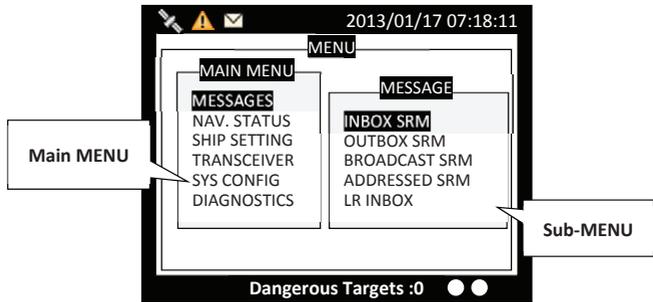
SYSTEM ON/OFF  
MEMORY TEST  
SENSOR PORT  
TFT-PANEL  
KEYBOARD TEST  
GPS STATUS  
TRANSCEIVER  
COMMUN. TEST  
PANEL TEST  
VERSION

\* Inland mode only

## How to access and use MAIN MENU



Rotate knob to select MAIN MENU items and push the knob to select sub-menu items:



### Menu item brief description

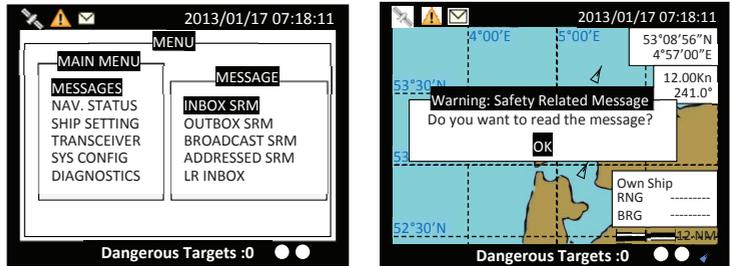
MESSAGES	
INBOX SRM	Log of safety related messages (SRM) received
OUTBOX SRM	Log of safety related messages (SRM) sent
BROADCAST SRM	Send SRM
ADDRESSED SRM	Send specified targeted SRM
LR INBOX	Log of received inquiry messages from other
INLAND MESSAGES	
ETA/RTA INBOX	Log of ETA(RFM21), RTA(RFM22) message received
ETA OUTBOX	Log of ETA(RFM21) sent
CREATE ETA MSG	Create ETA(RFM21) message

POB OUTBOX	Log of PERSON message (RFM55 or IFM16) sent
CREATE POB MSG	Create PERSON message (RFM55 or IFM16)
EMMA WARNING	Log of EMMA warning (RFM23) received
WATER LEVEL	Log of WATER LEVEL (RFM24) received
<b>NAVIGATION STATUS (Display a variety of navigation information)</b>	
OWN SHIP	Your vessel information
AIS TARGETS	Navigation status and boat information of other AIS-equipped vessels
REGION LIST	Regional information status
ALARM LIST	Alarm information. To access Alarm List directly press and hold ESC button for 2 seconds
ALARM HISTORY	Alarm history record
SENSOR STATUS	Display sensor statuses
DANGEROUS LIST	Dangerous ship list
MOB LIST	MOB list of registered MOB users
FRIEND SHIPS	Friend ship list
<b>SHIP SETTING (Basic vessel information setting)</b>	
OWN SHIP	Your vessel setting (password required, default is 0000)
VOYAGE	Navigation setting
CPA / TCPA	CPA / TCPA
SET MMSI / IMO / ENI	Change MMSI / IMO / ENI number
RETRY TIMES	Times to resend messages
AIS MODE	Configure AIS Mode to SOLAS or INLAND
<b>INLAND SETTING</b>	
VESSEL DATA SET.	Configure Vessel data
ETA SETTING	Configure ETA
NUMBER OF PERSON	Set number of persons
BLUE SIGN SET.	Set Blue sign settings
REPORT RATE SET.	Set report rate settings

<b>TRANSCEIVER (Setting for AIS receiving and sending)</b>	
AIS TX	Transceiver status: turn on or off AIS message transmitting
DSC RX	DSC Monitor: turn on or off DSC monitoring function
GPS ANT. VOLTAGE	GPS antenna feeding voltage: set to 3.3V or 5V Note:- Antenna supplied with unit is a 3.3V unit
<b>SYSTEM CONFIGURATION</b>	
CUSTOMIZE	Personalization settings
RADAR VIEW	Radar configuration
MAP CALIBRATION	Map offset setting
SENSOR CONFIG.	Port configuration
FACTORY	Default factory setting
PASSWORD	Password change (default password: 0000)
LONG RANGE SET.	Remote inquiry setting
LR BCST SET.	Enable/Disable Long Range Broadcast
DEST TABLE SET.	Table storing destinations
ALARM SETTING	Configure ALR sentence status (Enable/Disable)
VSWR SETTING	VSWR setting
<b>DIAGNOSTICS</b>	
SYSTEM ON/OFF	Device activated log
MEMORY TEST	Memory test
SENSOR PORT	Transmission port test
TFT-PANEL	Screen panel
KEYBOARD TEST	Button test
GPS STATUS	GPS positioning status
TRANSCEIVER	Transponder status
COMMUN. TEST	Test communication
PANEL TEST	Test Panel
VERSION	Firmware version

## Messages

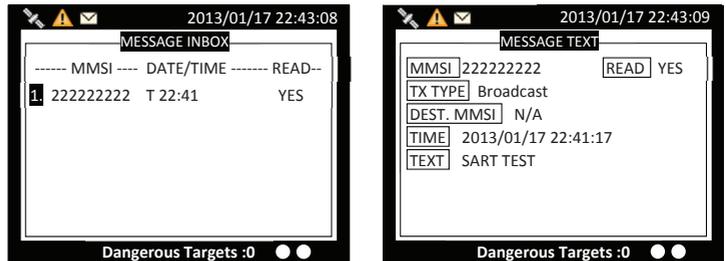
The transponder features SRM alert pop-ups that can appear any time during operation. When a SRM (Safety Related Messages) from other AIS equipped vessels is received, you can either read and acknowledge it by pressing the knob or ignore the message by press ESC. If there is any unread message, the upper left corner will display , the new message icon. An example of a pop-up SRM message is shown below.



*Message and SRM pop-up alert*

## Inbox SRM

You can read received SRM messages under Inbox. Turn the knob to traverse the message list and highlight your choice. Read the message content by pressing the knob.



*Received message list and message details*

When pressing the FUNC button, system will ask whether the highlighted message should be deleted. Press knob to confirm your choice.

## Outbox SRM

You can read all sent SRM messages under OUTBOX. Turn the knob to traverse the message list and highlight your choice. Read the message content by pressing the knob.



*Sent message list and message details*

When pressing the FUNC button, system will ask whether the highlighted message should be deleted. Press knob to confirm your choice.

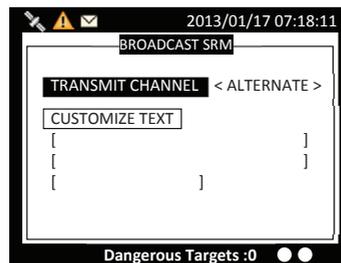
When an addressed message is sent, the addressee will return an acknowledgement upon receipt of the message. The received acknowledgement is shown as “Y” in above example.

## Broadcast SRM

This submenu allows the users to compose a Safety Related Message (SRM). Maximum length for the message is 90 characters. TRANSMIT CHANNEL gives you the option to send the message through channel A, B or Alternate. By Alternate, which is the default option, the system will select the channel automatically.

Press the knob to enter text input mode, then use the knob to enter text. When text editing is finished, press ESC to leave the text input mode.

To send the message, press MENU or ESC and the system will ask whether to send the message. Select OK to send, CANCEL to cancel and return to main menu.



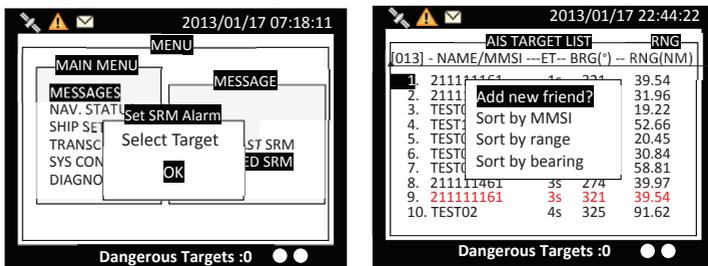
*Edit and send Broadcast SRM*

## Addressed SRM

ADDRESSED SRM means a SRM addressed to a certain MMSI number which can be selected from the target list or input manually. By

entering into the submenu “ADDRESSED SRM”, users will be prompted to select the addressee from the target list. Here you can either pick the addressee or press ESC to leave the target list and enter the MMSI number manually.

Press the FUNC button and you have the possibility to add the selected vessel to your friend list, or to sort the list by MMSI, range or bearing. Please refer to page 49 for more details.



### Addressed SRM

After entering the MMSI number, choose the transmit channel as described in page 42, then compose the message. Maximum length for the message is 85 characters.

To send the message, press MENU or ESC and the system will ask whether to send the message. Select OK to send, CANCEL to cancel and return to main menu.



### Send message

## Long range SRM

When the transponder is connected to a long range communication system via the long range communication port then long range interrogations may be received. These are requests for information from a distant base station beyond normal AIS operation range. LONG RANGE SRM holds all received Long Range Interrogation messages.

Turn the knob to traverse the message list.



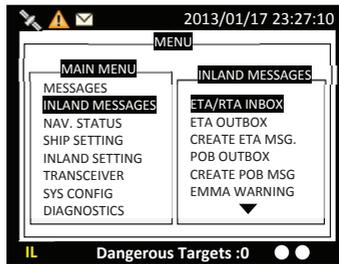
### Long range SRM

Turn the knob to traverse the message list and highlight your choice. Read the message content by pressing the knob.

When pressing the FUNC button, system will ask whether the highlighted message should be deleted. Press knob to confirm your choice.

## Inland messages

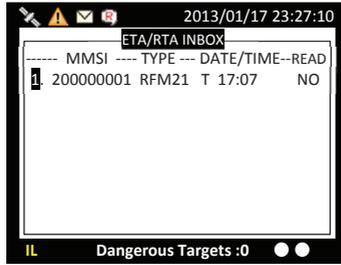
The transponder has capability to send Inland ETA (Estimated Time of Arrival) messages and receive Inland RTA (Recommended Time of Arrival) messages which are used when communicating with ports, locks and bridges on the inland water ways. Note that the menu is only available when the unit is operating under inland mode.



### Inland message

## ETA/RTA inbox

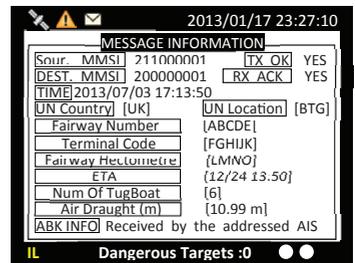
The received messages of ETA (RFM21) and RTA (RFM22) can be read in the ETA/RTA Inbox. Turn the knob to traverse the message list and highlight your choice. Read the message content by pressing the knob.



*ETA/RTA inbox and message information*

## ETA outbox

The submenu displays log of sent ETA (RFM21) messages. Turn the knob to traverse the message list and highlight your choice. Read the message content by pressing the knob.



*ETA outbox and message information*

## Create ETA message

For more information about ETA settings, please refer to page 61.

In this submenu users can compose ETA (RFM21) message. By entering into the submenu, users will be prompted to select the addressee from the target list. Here you can either pick the addressee from the list or press ESC to leave the target list and enter the MMSI number manually.

TX CHANNEL gives you the option to send the message through channel A, B or Alternate. By Alternate, which is the default option, the system will select the channel automatically.

After ETA (RFM21) transmitted, if no RTA (RFM22) is received within 15 minutes, transponder will transmit ETA (RFM21).

After the addressee is selected, you can configure the ETA message.

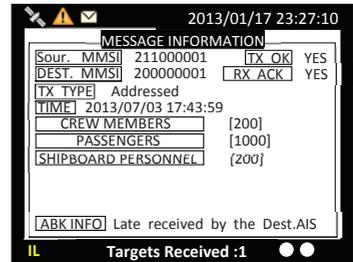


*Target selection and ETA report*

Use the knob to select a message and press the knob to display message content.

### POB Outbox

The submenu displays log of sent Number of person on board (RFM55/IFM16) messages. The IMO version sends the total number of persons on board as a binary message with international IFM16. The Inland (IWW) version sends a message with number of crew, personnel and passengers as a binary message with inland branch RFM55.



*POB outbox and POB message information*

Use the knob to select a message and press the knob to display message content.

### Create POB message

In this submenu users can compose number of person on board (RFM55/IFM16) messages. Number of person onboard can be configured in Inland Setting 0.

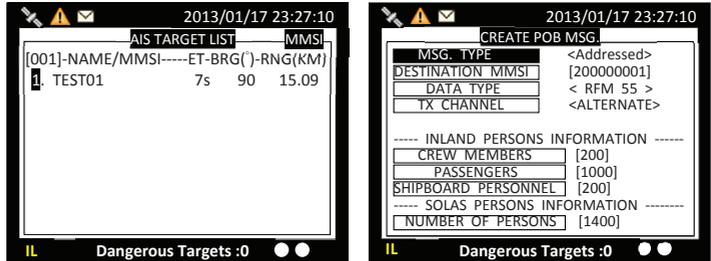
By entering into the submenu, users will be prompted to select the addressee from the target list. Here you can either pick the addressee from the list or press ESC to leave the target list to enter the MMSI number manually or broadcast the POB message without specifying any addressee.

When "Broadcast" is selected, just omit the DESTINATION MMSI. Any entered number will be ignored.

The DATA TYPE provides the option either to send the data in RFM16 or RFM55, as described in page 46.

Tx CHANNEL gives you the option to send the message through channel A, B or Alternate. By Alternate, which is the default option, the system will select the channel automatically.

After ETA (RFM21) transmitted, if no RTA(RFM22) is received within 15 minutes, transponder will transmit ETA(RFM21).



*Target list and POB message content*

## EMMA Warning

The submenu displays log of EMMA warning (RFM23) messages. EMMA (European Multiservice Meteorological Awareness system) Information is transmitted as broadcast message from shore to ship as local weather warnings.

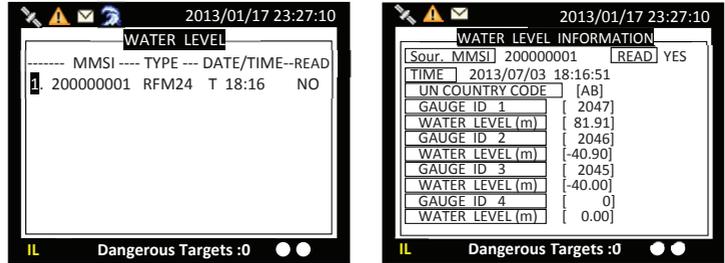


*EMMA warning log and message content*

Use the knob to select a message and press the knob to display message content.

## Water level

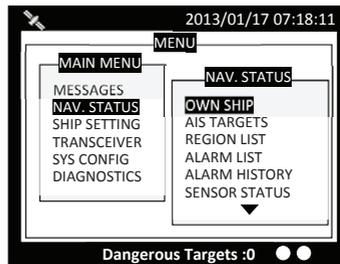
This submenu displays received water level (RFM24) messages from base station to ship about local water level information.



*Water level log and message content*

Use the knob to select a message and press the knob to display message content.

## Navigation status



## Own ship

This option displays the full information on your ship, including both dynamic and static data.

Turn the knob to change between dynamic and static information.

## Static data and dynamic data

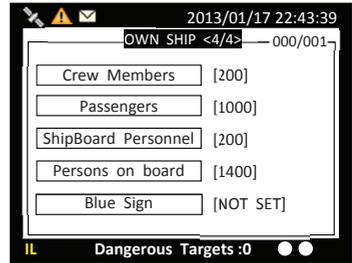


Static data and dynamic data

## Inland vessel information

This option displays the full information on your ship, including both dynamic and static data.

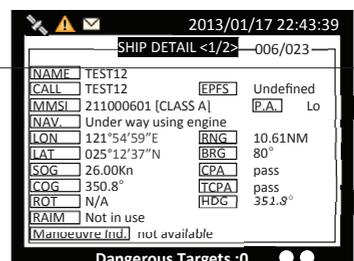
Turn the knob to change between dynamic and static information.



Additional inland vessel information

## AIS targets

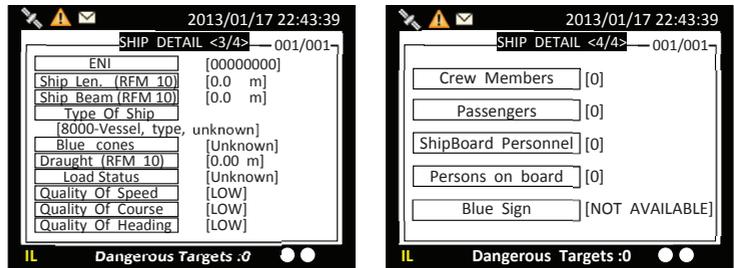
This option displays all received AIS information of other vessels including dynamic and static information. Press the knob to select an AIS target and then press the knob to go through dynamic and static information of the selected vessel. There are two pages of ship details for SOLAS mode and another two pages for inland mode.



AIS targets and details

Turn the knob to continue reading the dynamic and static information of the selected vessel.

Additional inland information is available under inland mode.



*Ship's inland information*

### Adding friend ship

In the list, press FUNC button will open the pop-up window with the question whether the selected vessel should be added to your FRIEND SHIP list, or to sort the list according to vessels' MMSI, distance, or direction.



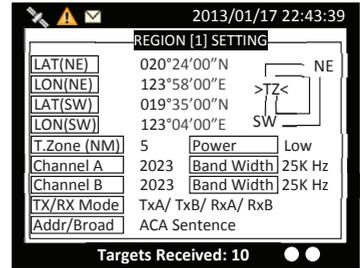
*Adding friend ship*

In the screenshot above, the block A indicates the current sorting method.

	By MMSI, in ascending order
	By direction, in ascending order
	By distance, in ascending order

## Region list

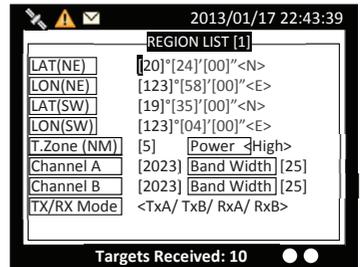
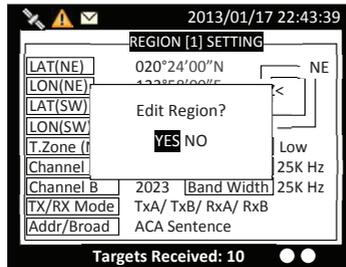
The region list displays all saved region areas. Turn the knob to traverse the list. Press the knob enables you to read the highlighted region information.



*Region list and region setting*

## Editing existing region content

You can modify the region area setting by pressing FUNC button at the region information page. Use the scroll wheel to scroll to the field to edit, then press the knob to enter the value.



*Modify region content*

To save the settings, press MENU or ESC and the system will ask whether the changes should be saved. Select OK to save or CANCEL to discard and return to main menu. If the region information is unchangeable, saving does not change the original information.

## Alarm list

V5035 features SART/MOB alarm that can appear any time during operation. When SART/MOB message is received, the  icon will appear in the status bar with beeping sounds from the beeper. Press any button to stop the sound. An example of an alarm message is shown below.



### SART/MOB message alert

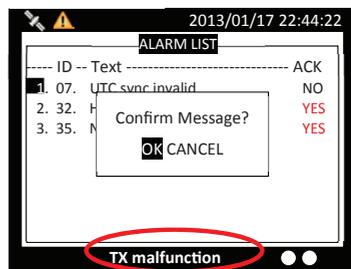
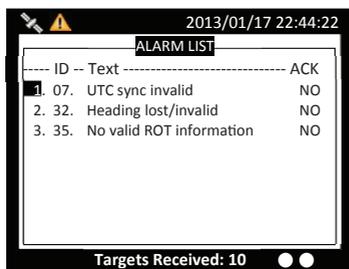
There are 2 ways to access the Alarm list: either through Main Menu/ Navigation Status/Alarm list or with the hot key by holding the ESC key for 3 seconds and the unit will enter the Alarm List screen.

The list shows all current AIS alarms and their status. Use the scroll wheel to navigate the list. You can acknowledge (ACK) the alarm message either by pressing FUNC or by pressing the knob. The system will ask for confirmation if the chosen alarm should be acknowledged. If the alarm message has not yet acknowledged, an indication icon  will appear on left upper corner till all acknowledgement are made.

The transponder performs a function self-check continuously. If a self-check fails an alarm will occur. The Appendix B shows all possible alarm scenarios.

However, the following 4 alarms require user's immediate attention and will be displayed directly on the Transmission and Reception Bar:

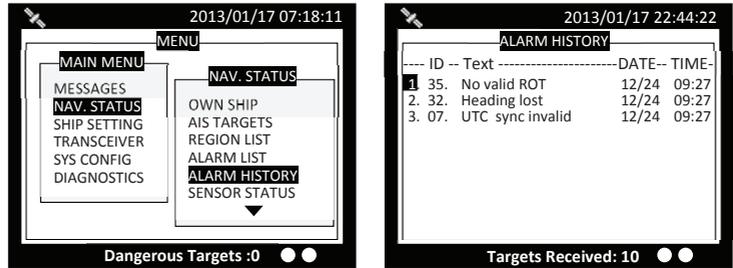
- Tx malfunction: transmission function fails
- Antenna VSWR exceeds limit: VHF antenna malfunction
- NavStatus incorrect:
- Improper MMSI: no valid MMSI



### Alarm list and acknowledgement

## Alarm history

This submenu lists all recorded alarm and its time of occurrences.

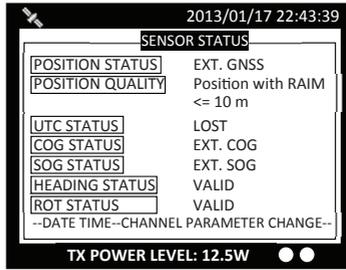


*Alarm history*

## Sensor status

Display sensor statuses:

Sensor	Status
POSITION STATUS	EXT. DGNSS / INT. DGNSS MSG.17 / EXT. GNSS / INT. GNSS / NO GPS
POSITION QUALITY	No position Manual position Dead reckoning position valid position with no time stamp Position > 10m Position with RAIM > 10 m Position <= 10 m Position with RAIM <= 10 m Outdated position > 200 m
UTC STATUS	VALID / LOST
COG STATUS	INT. COG / EXT. COG / LOST
SOG STATUS	INT. SOG / EXT. SOG / LOST
HEADING STATUS	VALID / LOST
ROT STATUS	VALID / OTHER ROT / LOST

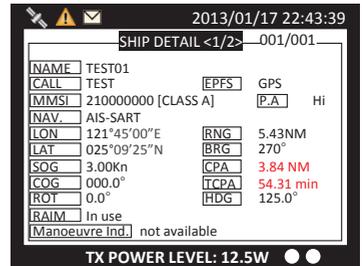


*Sensor status*

## Dangerous list

With the setup of closest point of approach (CPA) and time to CPA (TCPA) (refer to 4.8.3), this submenu provides an efficient way to monitor vessels with insufficient CPA and TCPA. The dangerous targets can also be observed on coastal and radar view.

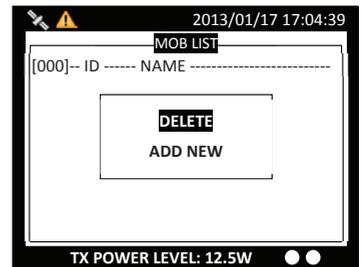
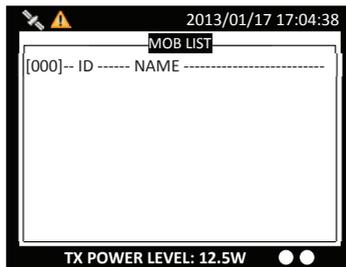
Turn the scroll wheel to navigate the list and press the knob to read information of the selected vessel. Turn the knob again to go the second page for more details.



*Dangerous list and vessel details*

## MOB list

With the setup of MOB list, MOB can be easily traced by the person's name not just by the MMSI number on the MOB device. This submenu enables adding, removing, or modifying of MOB list entries.

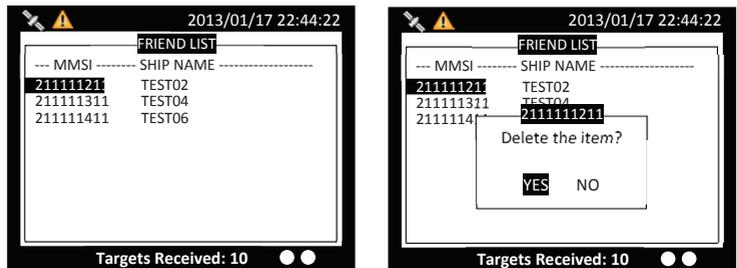


In the list, press FUNC button will open the pop-up window with the question whether the selected entry should be deleted, or to add a new entry to the list. After MMSI number and name are assigned, press MENU or ESC to save or leave without saving.

The existing entry can be modified by pressing the knob to enter the text edit mode. Use the knob to edit the list and press MENU or ESC to save or leave without saving.

## Friend Ships

The users can easily recognize the friend ships on coastal view and radar view, when the list of friend ships is set up. This submenu allows you to add, delete and edit the list of all registered friend ships.



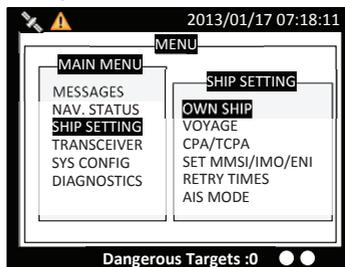
*List of friend ships*

In the list, press FUNC button will open the pop-up window with the question whether the selected vessel should be deleted. After MMSI number and name are assigned, press MENU or ESC to save or leave without saving.

The existing entry can be modified by pressing the knob to enter the text edit mode. Use the knob to edit the list and press MENU or ESC to save or leave without saving.

## Ship setting

This menu list provides access to settings that are required during installation of the transponder. There are a total of 5 submenus.

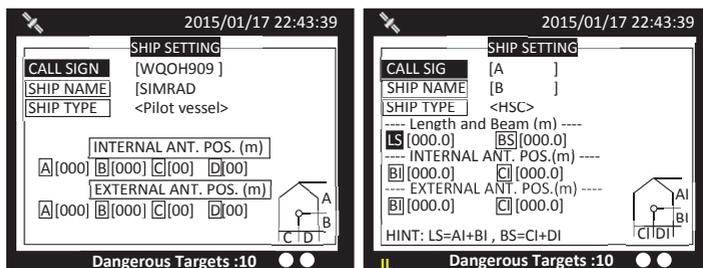


## Own ship

This section is password protected and can only be accessed using the password (page 66).

The following information about the vessel should be correctly set up by installation prior to operation:

- Call Sign - Vessel radio call sign (limited to 7 characters)
- Ship Name - limited to 20 characters
- Ship Type – use the scroll wheel to select the type of vessel from the list
- Position of internal GPS antenna - giving the location of the GNSS antenna connected to the AIS transceiver (Internal GPS)
- Position of external GPS antenna - giving the location of the GNSS antenna connected to any external position source connected to the AIS transceiver
- Length and Beam – measured length and width of the ship (inland mode only)

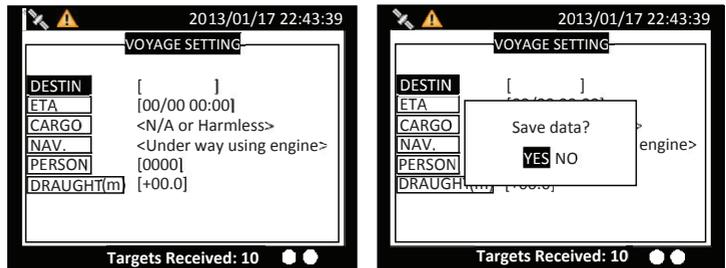


*Ship setting in SOLAS mode (left) and inland mode (right)*

- **Note:** if Ship Type is Tanker, by regulation, whenever the ship navigation status is “Moored”, the transponder’s transmission power is automatically changed to 1W for safety measures.

# Voyage

## SOLAS mode



*SOLAS voyage setting*

In this submenu the following navigational information can be configured:

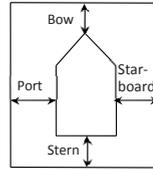
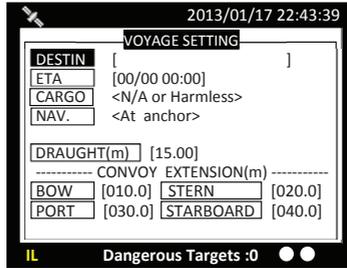
- Destination – Ship's next destination port (limited to 20 characters)
- ETA - Estimated time / date of arrival at destination (using UTC time)
- Cargo – use the scroll wheel to select the suitable status from the list
- Navigational status – use the scroll wheel to select the suitable status from the list
- Person – the number of person on board
- Draught - Maximum present static draught to the nearest 1/10th of a meter

To save the settings, press MENU or ESC and the system will ask whether the changes should be saved. Select OK to save or CANCEL to discard and return to main menu.

### Inland Mode

Under inland mode, voyage configuration does not include PERSON setting. To set up number of person on board, please go to INLAND SETTING/NUMBER OF PERSON.

By CONVOY EXTENSION, the dimensions of the vessel are set to the maximum rectangular size of the convoy when operating in inland AIS mode.

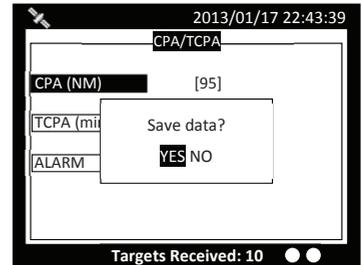
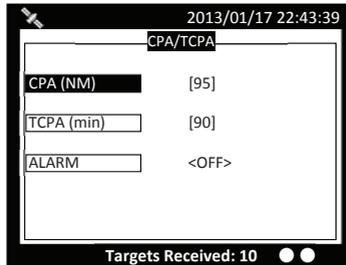


*Inland voyage setting*

## CPA/TCPA

In this submenu the closest point of approach (CPA) and time to CPA (TCPA) can be set. The vessels with insufficient CPA and TCPA will be displayed in the dangerous list (page 54) and on coastal and radar view.

- CPA – in nautical miles
- TCPA – in minutes
- Alarm – when alarm is connected to the transponder via junction box, you can choose whether alarm should be activated when a dangerous target appears.



*CPA/TCPA*

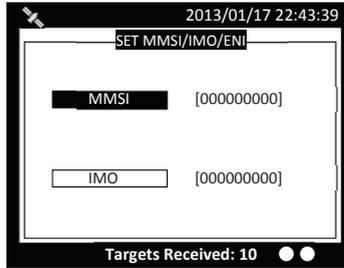
To save the settings, press MENU or ESC and the system will ask whether the changes should be saved. Select OK to save or CANCEL to discard and return to main menu.

## Set MMSI/IMO/ENI

This section is password protected and can only be accessed using the password (page 66).

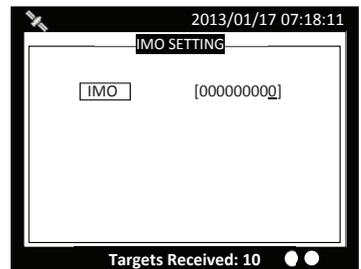
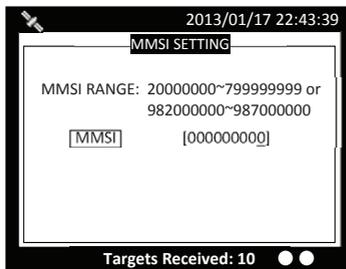
### SOLAS Mode

This submenu provides access to set MMSI and IMO. Use the knob to choose the menu option either MMSI or IMO.



### Set MMSI/IMO/ENI

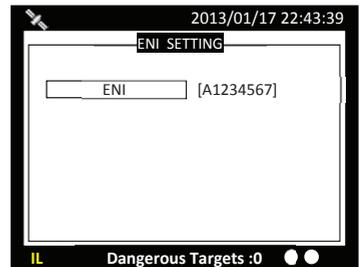
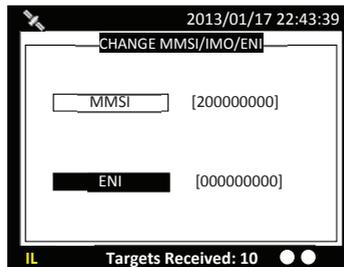
For SOLAS vessels, the MMSI number can be entered in a valid range which is indicated on the input screen. To save the settings, press MENU or ESC and the system will ask whether the changes should be saved. Select OK to save or CANCEL to discard and return to main menu.



### MMSI/IMO setting

### Inland mode

The ENI (unique European Vessel Identification Number) setting is only available under inland mode, while IMO setting is not accessible in this mode. The procedure to set/change MMSI number is same as described in “SOLAS Mode” on page 58.



### ENI setting

→ **Note:** When setting is done, press ESC to exit.

## Retry Times

In order to resend messages when the transmitted Message 6 or Message 12 receives no acknowledgement of Message 7 or Message 13, you can set how many times you want the system to resend messages. The options are 0 (no repeat), 1 (repeat one time), 2 (repeat 2 times) or 3 (repeat 3 times).

## AIS Mode

Here you can configure the transponder to operate in SOLAS or INLAND mode. Each mode has some specific submenu and menu options.



*Switching between SOLAS and inland modes*

## Inland setting

All boat information inland setting can be found under this menu.



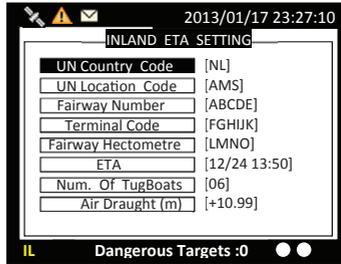
*Submenus under inland setting*

## Vessel Data Setting

Inland related vessel data can be set in this submenu:

- ERI Ship Type – ERI classification code.
- Blue Cones - The number of blue cones or blue flag status for the cargo (1, 2 or 3 blue cones, or blue flag).
- Load Status - 'Loaded', 'Unloaded', 'Unknown'
- Quality of Speed, Course and heading information - will be shown as

'high' when the target vessel is using an approved sensor to generate this data, or low if the data is derived from internal GNSS only.



*Inland related vessel data*

### ETA setting

This menu provides ETA (RFM21) related setting:

- UN country and location code - the voyage destination should be entered using UN country (2 characters) and location codes (3 characters) where possible.
- Fairway Number, Terminal Code & Fairway Hectometre: each is limited to 5 characters when available
- ETA - Estimated time / date of arrival at destination (using UTC time)
- Number of Tugboats: The number of assisting tugboats (from 0 to 6 or unknown)
- Air Draught: The air draught of the vessel to the nearest centimeter.



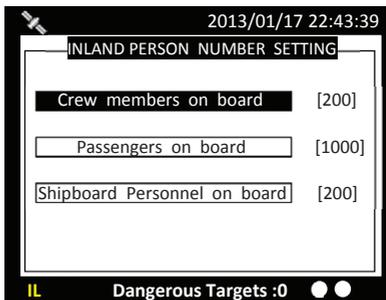
*Inland ETA setting*

To save the settings, press MENU or ESC and the system will ask whether the changes should be saved. Select OK to save or CANCEL to discard and return to main menu.

## Number of Person

This submenu provides Number of Person (RFM55) setting:

The number of crew (0 to 254 or unknown), passengers (0 to 8190 or unknown) and other shipboard personnel (0 to 254 or unknown).



*Number of person setting*

## Blue sign setting

Blue Sign information helps you recognize the approaching vessels in your inland waterway area. A 'blue sign' switch may optionally be connected to the AIS transceiver during installation. This setting enables or disables the blue sign switch on the Junction Box.



*Blue sign switch setting*

## Report Rate Setting

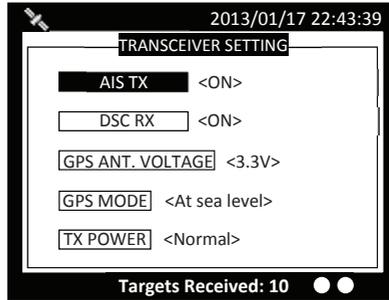
Set V5035's report rate. Selectable report rates are AUTO/ 10 SEC./ 5 SEC./ 2 SEC..

## Transceiver

This section is password protected and can only be accessed using the password (page 66).

The submenu allows the users to switch on or off the transmission and change the supplied voltage of the GPS antenna between 3.3V

and 5V. It also enables to switch the transmission power between 12.5W, as “normal”, and 1W.



For inland vessels that operate at altitude higher than 500 meters, the transponder needs GPS Mode set to “Altitude higher than 500m” for better GPS positioning performance.

To save the settings, press MENU or ESC and the system will ask whether the changes should be saved. Select OK to save or CANCEL to discard and return to main menu.

## Sys Config

System configuration provides access to user configurable preferences for V5035. All user settings are stored within the transponder and will be maintained if the power supply is switched off.

After the setting is done, press MENU or ESC and the system will ask whether the changes should be saved. Select OK to save or CANCEL to discard and return to main menu.



*System configuration*

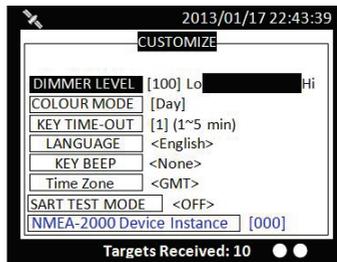
## Customize

Customize provides personalization settings:

- Dimmer Level - brightness setting from 1 (low) to 100 (high)
- Colour mode - brightness and contrast adjustment for the LCD display along with selection of day or night operating mode. In

night mode the display colours are inverted (light text on a dark background).

- Key time-out - time to leave menu screen and switch back to coastal view
- Language - available: select the user interface language from the available language options.
- Key Beep – turn on or off the key beep
- Time Zone – set the time zone
- SART test mode – hide or display the SART test message
- NMEA 2000 device instance is used to identify multiple similar products connected on the same NMEA 2000 network. The setting value is between 000 and 252,

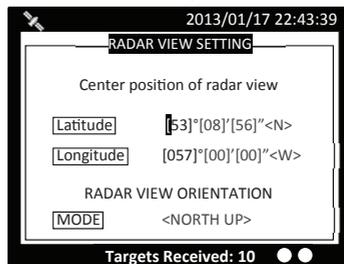


*Customize*

## Radars View

This setting provides user the ability to center the radar map on given coordinates.

Turn knob to choose either latitude or longitude and press knob to confirm. Once pressed, turn knob to choose a parameter and press knob again to enter input mode. When finished, press ESC to return to the level before. Continue these procedures till all settings are set.

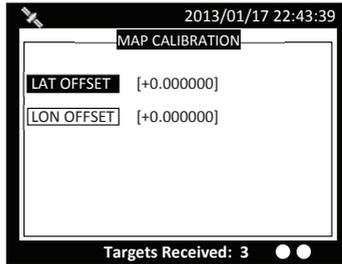


*Radars view setting*

In this view setting, RADAR VIEW ORIENTATION has NORTH UP/ COURSE UP / HEAD UP view modes.

## Map Calibration

This setting offers user functions to calibrate map data. Turn knob to select either latitude or longitude to offset. Press knob to enter input mode. Turn knob to select an offset value. Once finished press ESC to return to the previous level to continue the setting.



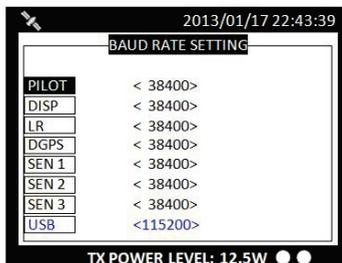
*Map calibration*

## Sensor config

This section is password protected and can only be accessed using the password (page 66).

Sensor Configuration provides user to set baud rates for sensor ports and USB port. Turn knob to select a port to modify and press knob to change the specified port baud rate. Turn knob to change the desired rate of sensor ports between 4800/9600/19200/38400. USB port can be configured to any baud rate of 4800/9600/19200/38400/57600 or 115200. Default baud rates of the ports are shown in below example.

When finished, press knob again to return to the previous level.



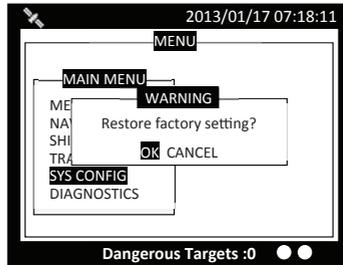
*Baud rate setting*

## Factory

This section is password protected and can only be accessed using the password (page 66).

Press knob to confirm your choice and the following settings will be

restored to their original value: MOB/Friend ship List, destination list, time zone, language, dimmer, CPA/TCPA and system password.



*Factory setting*

## Password

This submenu enables users to change user password. Certain important information stored within the transponder can only be changed with the password. Password is required for the access of the following sections:

- Own Ship (page 48) – contains information about call sign, vessel name and ship type
- Set MMSI/IMO/ENI (page 58) – contains information about MMSI and IMO number
- Transceiver (page 62) – enables the option to activate/deactivate AIS transmission
- Sensor Configuration (page 65) – about baud rate configuration of sensors
- Factory (page 65) – restoration of factory setting
- Alarms Setting (page 68)
- VSWR Setting (page 68)

 (Default password: "0000")

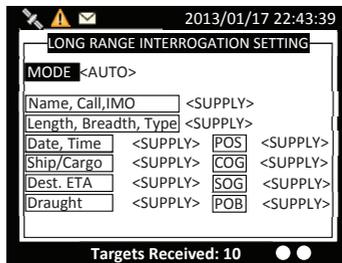
Use the knob in the order of "OLD PASSWORD", "NEW PASSWORD", "CONFIRM NEW PASSWORD". Repeat till all four values are entered. To save the settings, press MENU or ESC and the system will ask whether the changes should be saved. Select OK to save or CANCEL to discard and return to main menu.



## Long range setting

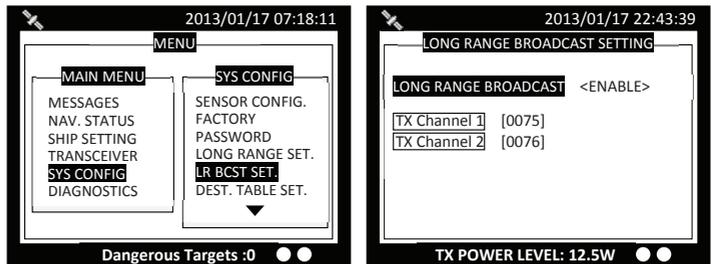
This option provides user choices to auto-respond remote interrogation and settings of the response information.

You can either set MODE to either AUTO or MANUAL. The setting for the rest of information is either SUPPLY or REJECT.



## Long Range Broadcast

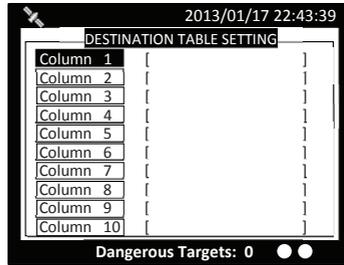
Class A transmits Message 27 every 3 minutes through the channels alternately. Provided here are the options to enable or disable Long Range Broadcast and the transmitting channel for Message 27.



- **Note:** Only AIS channel numbers can be entered for TX channel. Channel 2078, 2088, and the current channel used in the region cannot be used.

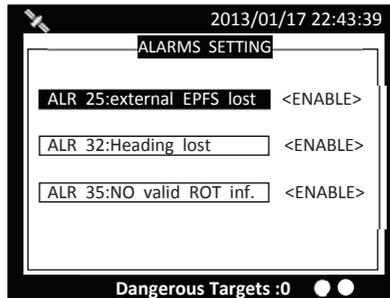
## Destination table setting

Save up to 10 destinations. Use rotary knob to traverse text and to modify. Press Menu to save changes.



## Alarm setting

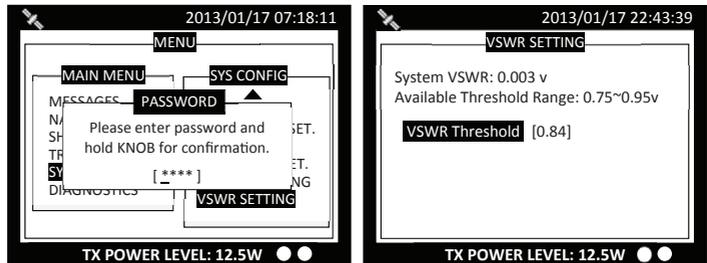
This menu is password protected. The menu can be used to enable or disable ALR 25/32/35 sentence. For instance, if an ALR sentence is disabled, the corresponding alarm would not activate.



*Alarm setting for ALR 25/32/35*

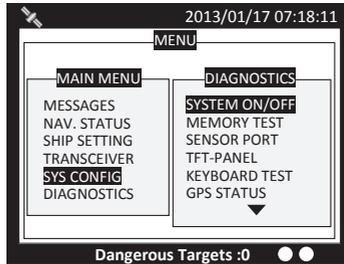
## VSWR Setting

The VSWR setting function allows the fine-adjustment of VSWR threshold according to the cable length and VHF antenna characteristics. This function is password protected (page 66) and should be performed by a qualified service partner or dealer.



## Diagnostics

This submenu provides users to check system statuses. There are a total of 8 check options.



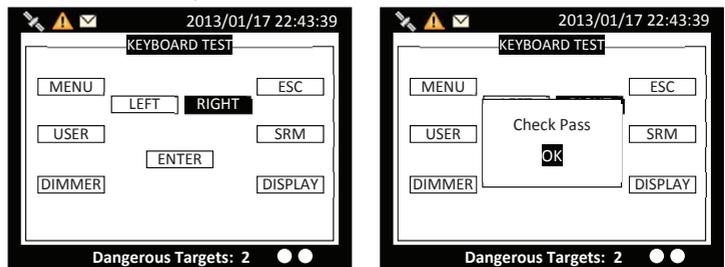
**System On/Off:** This option provides activation history (any power-off session less than 15 minutes would not be registered in the history).

**Memory Test:** This option provides memory testing on the unit.

**Sensor Port:** This option provides an overview of baud rates on all ports and status information.

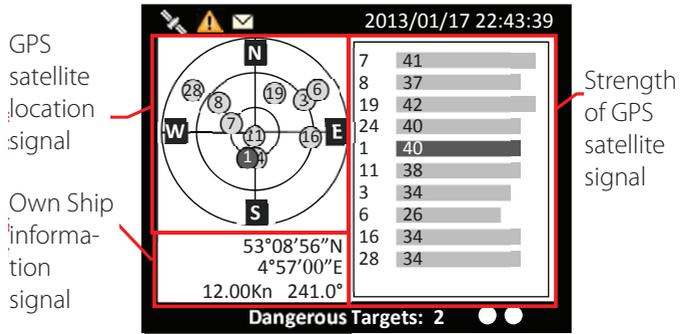
**TFT-Panel:** This option provides color information on the monitor.

**Keyboard Test:** This option provides keyboard testing. Pressing button during testing, a corresponding button on the screen will response. After all buttons are tested, a message will indicate. Press knob for OK to exit. To quit test without completing, wait for 30 seconds and the system will return to the main menu.



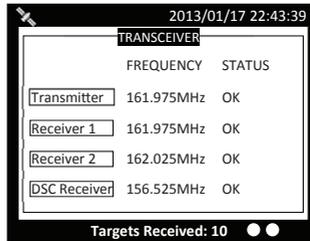
*Keyboard test*

**GPS Status:** This option provides GPS satellite status information. Green indicates satellite being used for GPS fix. Red indicates satellite not being used.



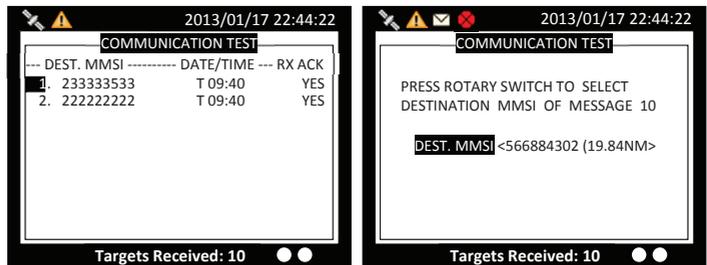
*GPS status*

**Transceiver:** this option provides user to view the frequencies and status. When finished, press ESC to exit.



*Transceiver*

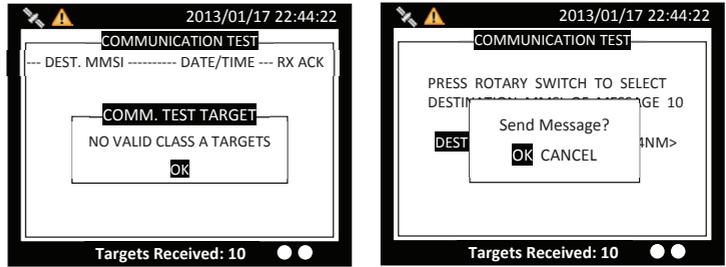
**Communication Test:** Communication can be tested. The procedure starts by transmitting Message 10 to an addressed Class A MMSI. The addressee MMSI, once received Message 10, will return Message 11. The test is then complete when the transponder successfully receives the Message 11.



*Communication test*

Press the FUNC button to start the communication test. Following the on-screen instruction by turn the knob to select a class A MMSI number. Then press MENU, ESC or FUNC and click "OK" to start the transmission of Message 10. Only Class A units with GPS fix are listed

and eligible for communication testing. The left screen below indicates no valid Class A targets found.



*No valid targets*

After pressing the knob, turn the knob to selected destination MMSI for testing. The destination MMSI numbers are the nearest Class A targets found close to the Class A unit. Press ESC or MENU to pick selection and the unit will prompt to confirm message sending. Select OK to proceed testing.

### Panel Test

In the submenu users can test the brightness of the screen.

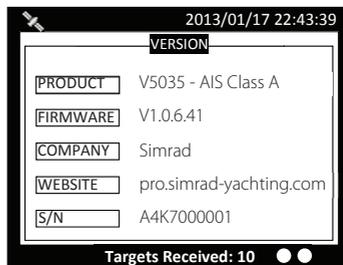
Press "FUNC" to switch the white cube between different sizes. Rotate the scroll wheel quickly to test different stages of brightness. To exit the function, press "MENU" or "ESC".



*Test with size and brightness*

### Version

Provide model name, hardware information, delivered firmware version on the unit, etc. When finished, press ESC to exit.



*Version information*

# 5

## Technical specifications

### Applicable standards

IMO Resolution A694(17)	IEC 61993-2 Ed. 2.0, 2012
IMO Resolution MSC.74(69) Annex 3	IEC 61108-1 Ed. 2.0, 2003
IMO Resolution MSC. 191(79)	IEC 60945 Ed. 4.0, 2002 incl. Corr. 1 2008
ITU-R M 1371-4 (Class A), 2010	IEC 61162-1 Ed. 4.0, 2010
ITU-R M 825-3, 1998	IEC 61162-2 Ed. 1.0, 1998
ITU-R M 1084-5, 2012	IEC 62288 Ed. 2.0, 2014
CCNR test standard for Inland AIS, edition 2.0 (October 2012)	

### VHF transceiver

Frequency Range	156.025 MHz ~ 162.025 MHz
Channel Bandwidth	25 KHz
Modulation	GMSK / FM
Data Rate	9,600 bps
Number of AIS Transmitter	1
Number of AIS Receiver	2
Number of DSC Receiver	1
AIS Channel 1	CH 87B (161.975 MHz)
AIS Channel 2	CH 88B (162.025 MHz)
Tx Power Output	1/12.5 Watt (30/41 dBm $\pm$ 1.5 dB)
Rx Sensitivity	< -107 dBm @ 20% PER

### DSC receiver

Frequency	156.525 MHz
Modulation	FSK
Channel Bandwidth	25 KHz
Sensitivity	< -107 dBm @ BER < 10 <sup>-2</sup>
Spurious Response Rejection	$\geq$ 70 dB for signal @ -104 dBm; BER $\leq$ 1 %

Blocking	$\geq 84$ dB for signal @ -104 dBm; BER $\leq 1$ %
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## GPS receiver (internal)

Receiving Channels	50 channels
Tracking & Navigation Sensitivity	$\geq -159$ dBm
Reacquisition Sensitivity	$\geq -159$ dBm
Horizontal Position	< 2.5 m Autonomous < 2.0 m SBAS
Receiver Type	SBAS: WAAS, EGNOS, MSAS, GAGAN

## Power supply

Supply Voltage	12V / 24 V DC
Power Consumption	Less than 9 W average @ 12 V DC; Less than 65 W peak power @ 12 V DC

## LCD display

Screen Size	3.5" color TFT
Pixel Number (Resolution)	320 x 240
Viewing Mode	Basic coastline map/ Radar View/ Alphanumeric views /Satellite View
Dimmer Control	Step-less Setting

## Keypad & Knob

6 Keypads with Backlight	1 for SRM, 1 for Menu, 1 for Dimmer, 1 for ESC, 1 for Display, 1 for Nav. Status
Knob	Multi-Function

## Connection interface

GPS Antenna Connector	TNC (Female)
VHF Antenna Connector	SO-239 (Female)
Sensor Interfaces 1 to 3	IEC 61162-1 or -2
Pilot / Auxiliary	IEC 61162-2
External Display	IEC 61162-2

Long-range	IEC 61162-2
DGNSS correction input	RTCM-SC-104
Alarm relay	Normally closed
USB	Mini type B USB interface
NMEA2000	IEC61162-3
Alarm Output	Relay contact

## Environmental

Operating Conditions	IEC 60945 “protected” category
Operating Temperature	-15°C ~ 55°C
Operating Humidity	95% RH at 40°C
Waterproof	IPX2

## Physical

Width	205 mm (8.07 inch)
Height	85 mm (3.34 inch)
Depth (include connectors)	160 mm (6.30 inch)
Weight	≤ 1.16 kg

## Pilot plug

Cable length	2 m
Connector type	Std. Sex 206486-2

## NMEA 2000 PGN information

The following table is a list of the NMEA 2000 messages supported by the V5035 unit.

The “Transmit” PGNs information includes “Own ship” + “Received AIS information from other ships”. This is the reason the NMEA2000 PGN list covers both Class A and Class B related information.

Transmit	
PGN	Description
59392	ISO Acknowledgment
59904	ISO Request
60928	ISO Address Claim

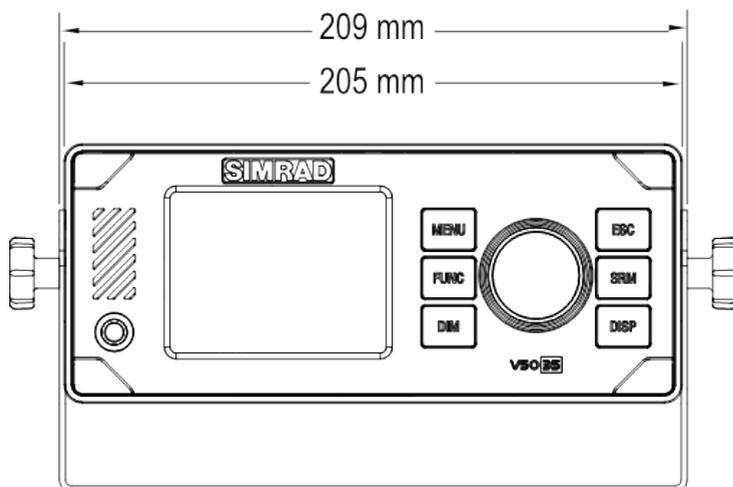
126464	PGN List - Transmit PGN's group function
126996	Product Information
129025	Position Rapid Update
129026	COG SOG Rapid Update
129029	GNSS Position Data
129038	AIS Class A Position Report
129039	AIS Class B Position Report
129040	AIS Class B Extended Position Report
129041	AIS Aids to Navigation (AtoN) Report
129539	GNSS DOPs
129540	GNSS Sats in View
129792	AIS DGNSS Broadcast Binary Message
129793	AIS UTC and Date Report
129794	AIS Class A Static and Voyage Related Data
129795	AIS Addressed Binary Message
129796	AIS Acknowledge
129797	AIS Binary Broadcast Message
129800	AIS UTC/Date Inquiry
129801	AIS Addressed Safety Related Message
129802	AIS Safety Related Broadcast Message
129803	AIS Interrogation
129804	AIS Assignment Mode Command
129805	AIS Data Link Management Message
129806	AIS Class A Position Report
129807	AIS Group Assignment
129808	DSC Call Information
129809	AIS Class B "CS" Static Data Report, Part A
129810	AIS Class B "CS" Static Data Report, Part B
<b>Receive</b>	
<b>PGN</b>	<b>Description</b>
59392	ISO Acknowledgment
59904	ISO Request
60928	ISO Address Claim

# 6

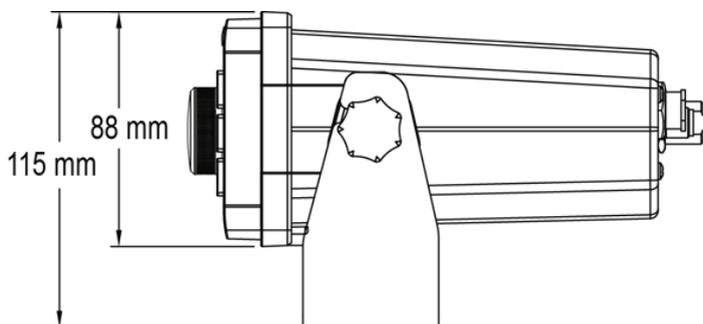
## Mechanical dimensions

### V5035 Transponder main unit

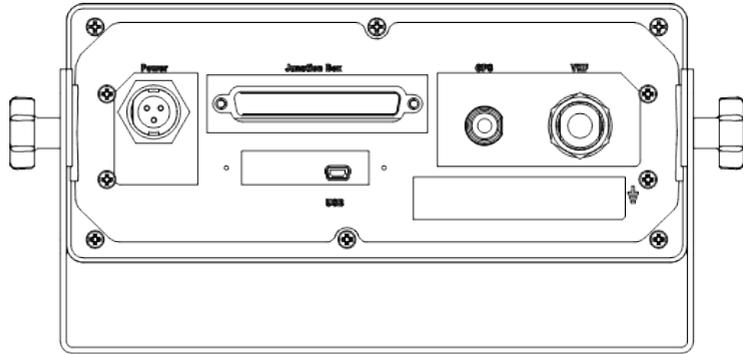
Front (size: mm)



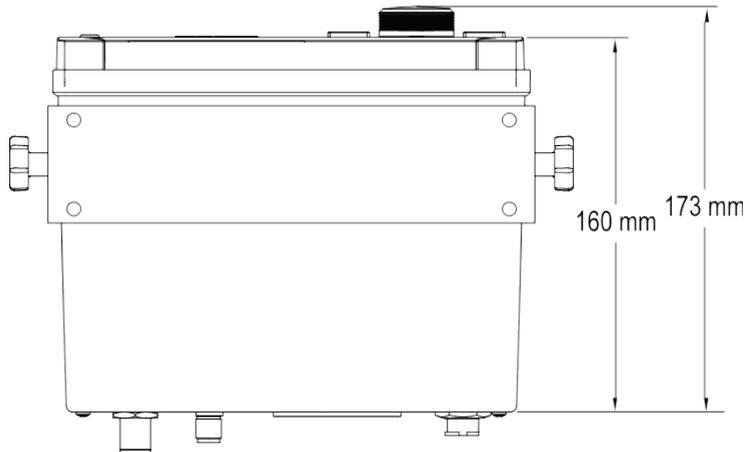
Side (size: mm)



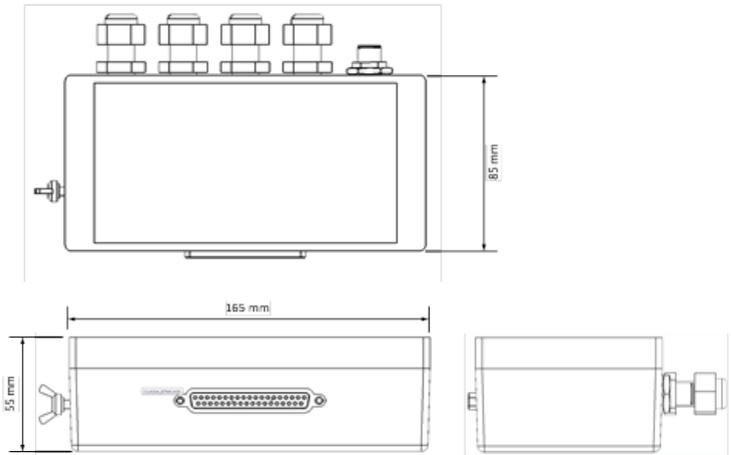
Back (size: mm)



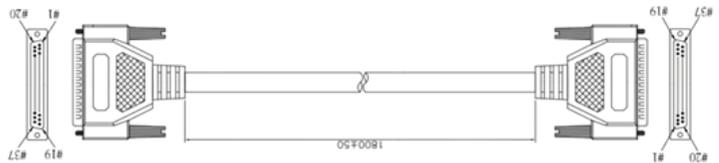
Bottom (size: mm)



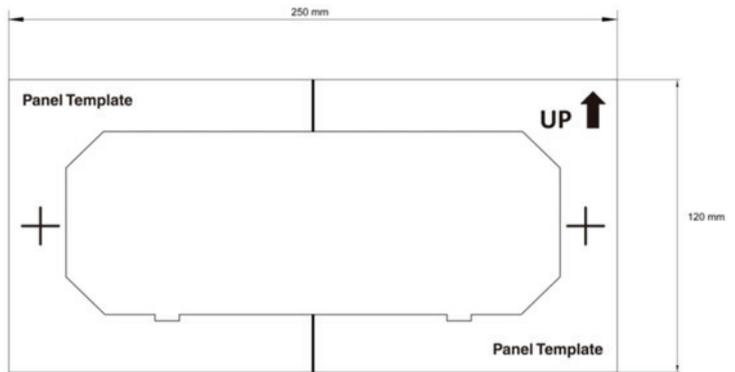
## Junction box



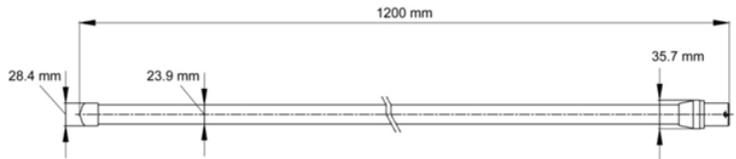
## Extension cable



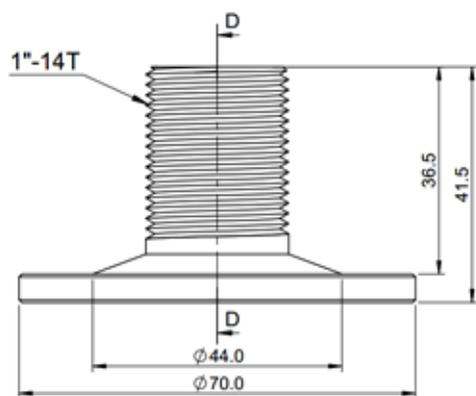
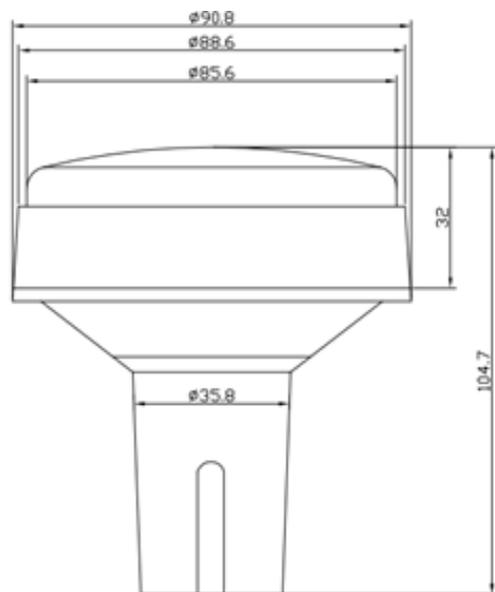
## Mounting template (not to scale)



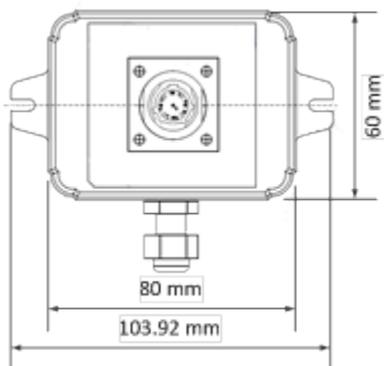
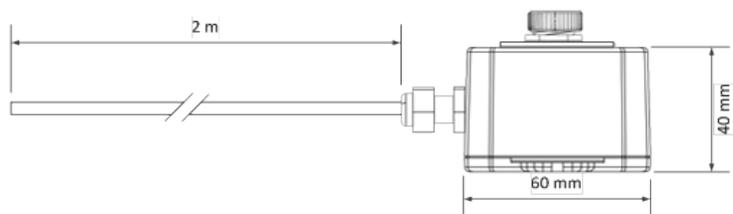
## VHF antenna



## GPS antenna



## Pilot plug



# 7

## Troubleshooting

Use the following guide to perform simple troubleshooting in case the transponder is not function accordingly.

Symptom	Possible cause	Solution
Transponder cannot power on	Faulty connector to power Polarity reverse Power supply current too low	Check power connection Check power connection Check power supply
No picture on display	Unit not powered up Dimmer level set too low	Press power key Increase Dimmer level
No map detail	Coastline detail not active	Switch to coastline view
No GPS position data	Antenna or cabling problem	Check antenna cable and connections
No AIS transmission	MMSI not entered Transmitter disabled Power supply voltage too low	Enter MMSI number Enable transmitter Check power supply
No AIS target	VHF cabling problem	Check antenna cable and connections
AIS range seems too low	VHF antenna and cabling	Check VHF antenna and cable installation
Sensor ports not response	Cable installation	Check related wiring
Data port not response	Cable installation	Check related wiring

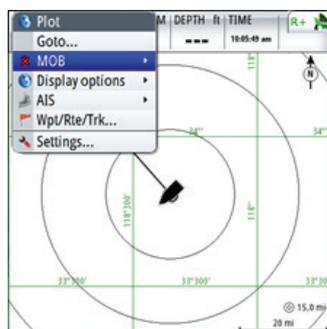
# 8

## GN70/MX61X AIS operation

The GN70/MX610/MX612 CDU can display AIS targets provided by the V5035 AIS transponder by pressing the AIS hot key. You can zoom-out by turning the ROTARY KNOB counter-clockwise or zoom-in by turning it in clockwise direction. AIS targets can be displayed as overlay on the plotter screen. This feature is an important tool for safe travelling and collision avoidance. You need to have your own MMSI (Maritime Mobile Service Identity) number entered in the CDU to be able to receive addressed messages from AIS and DSC vessels. It is also important to have the MMSI number entered to avoid seeing your own vessel as an AIS target on the plotter. You can define alarms to notify you if an AIS target gets too close or if the target is lost.



*Vessels on AIS/PLOT screen*



*AIS Plot with Quick Menu*

## Target symbols

The MX610/MX612 system use the AIS target symbols shown below:

Symbol	Description	
	Sleeping AIS target (not moving or at anchor).	
	Moving and safe AIS target with course extension line.	
	Dangerous AIS target, illustrated with bold line.	A target is defined as dangerous based on the CPA and TCPA settings. Refer to Defining dangerous vessels on page 55.
	Lost AIS target.	When no signals have been received within a time limit a target will be defined as lost. The target symbol represents the last valid position of the target before the reception of data was lost.

## Viewing information about AIS targets

### AIS target list

The list of AIS targets can be displayed by using the procedure below:

1. Press the AIS hot key.
2. Press the MENU key to bring up the quick menu.
3. The Vessel info menu will be highlighted, press ENT.
4. The list of AIS vessels will show.
5. Scroll to the desired AIS target, press ENT to show the vessel details.
6. Press the ENT key to close.
7. To exit, press the CLR a few times or any hot key.

Name	Distance	Bearing	CPA	TCPA	Type	Status
SIM VESSEL A	5969 mi	154.8 °M	-	-	AIS	safe
SIM VESSEL B	5969 mi	154.8 °M	-	-	AIS	safe
SIM VESSEL C	5968 mi	154.8 °M	0.0 ft	-	AIS	safe
SIM VESSEL D	5968 mi	154.8 °M	-	-	AIS	safe
SIM VESSEL E	5970 mi	154.8 °M	-	-	AIS	safe

SIM VESSEL A (MMSI: 366771124)	
Callsign:	ABC1234
IMO:	123
AIS Class:	A
Type:	Unknown
Length (ft):	40.0
Beam (ft):	20.0
Status:	Safe
NavStatus:	Under engine
Draught (ft):	3.3
Latitude:	N 25°45.0928'
Longitude:	W 80°07.0921'
Accuracy:	High (10m)
ROT (°/s):	0.0
SOG (mph):	17.3
COG (°M):	194.5
Heading (°M):	194.5
Destination:	MIAMI
ETA:	10/04/2008 12:00

## Vessel filter

AIS targets displayed can be filtered to hide all targets or safe targets. It can also filter out targets that are further away or traveling at a certain speed:

1. Press the AIS hot key.
2. Press the MENU key to bring up the quick menu.
3. Scroll to Vessels Filter... menu, press ENT.
4. Select desired action by scrolling to it and pressing ENT to leave a check mark.
5. Scroll to SAVE, press ENT.

Icon Filters	
<input type="checkbox"/>	Hide all
<input type="checkbox"/>	Hide safe
<input type="checkbox"/>	Hide further than <input type="text" value="2 miles"/>
<input type="checkbox"/>	Hide slower than <input type="text" value="2 mph"/>
<input type="button" value="Save"/> <input type="button" value="Cancel"/>	

## Vessel alarms

You can define several alarms to alert you if a target comes within predefined range limits, or if a target is lost.

Alarm ID	Description
Dangerous vessel	Controls whether an alarm shall be activated when a vessel comes within the predefined CPA or TCPA. See Defining dangerous vessels on page 55. Note: The check box controls whether the alarm pop-up box is displayed and if the siren will sound. The CPA and TCPA define when a vessel is dangerous regardless of the enabled/disabled state.
AIS vessel lost	Sets the range for lost vessels. If a vessel is lost within this range this will trigger an alarm.
Vessel message	Controls whether an alarm shall be activated when a message is received from an AIS target.

→ **Note:** Please refer to the GN70/MX61x User manual for more AIS operation.

# 9

## Abbreviations

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### Terms of abbreviations:

<b>ACK</b>	Acknowledgement
<b>AIS</b>	Automatic Identification System
<b>ALR</b>	Alarm
<b>ANT</b>	Antenna
<b>AtoN</b>	Aid to Navigation
<b>AUTO</b>	Automatic
<b>AUX</b>	Auxiliary
<b>BIIT</b>	Built-In Integrity Test
<b>BRG</b>	Bearing
<b>CH</b>	Channel
<b>COG</b>	Course Over Ground
<b>CPA</b>	Closest Point of Approach
<b>DEST/DESTN</b>	Destination
<b>DISP</b>	Display
<b>DGNSS</b>	Differential GNSS
<b>DGPS</b>	Differential GPS
<b>DISP</b>	Display
<b>DIST</b>	Distance
<b>DSC</b>	Digital Selective Calling
<b>DTE</b>	Data Terminal Equipment
<b>ECDIS</b>	Electronic Chart Display and Information System
<b>ECS</b>	Electronic Chart System
<b>EGNOS</b>	European Geo-stationary Navigational Overlay System
<b>ENC</b>	Electronic Navigation Chart
<b>EPFS</b>	Electronic Position Fixing System
<b>EPIRB</b>	Electronic Position Indicating Radio Beacon
<b>ESC</b>	Escape
<b>ETA</b>	Estimated Time of Arrival
<b>EXT</b>	External

<b>FCC</b>	Federal Communications Commission
<b>FM</b>	Frequency Modulation
<b>FSK</b>	Frequency Shift Keying
<b>FUNC</b>	Function
<b>GAGAN</b>	GPS-aided geo-augmented navigation
<b>GMDSS</b>	Global Maritime Distress and Safety System
<b>GMSK</b>	Gaussian Minimum Shift Keying
<b>GMSK</b>	Gaussian Minimum Shift Keying
<b>GND</b>	Ground
<b>GNSS</b>	Global Navigation Satellite System
<b>GPS</b>	Global Positioning System
<b>GYRO</b>	Gyro Compass
<b>HDG</b>	Heading
<b>IALA</b>	International Association of Lighthouse Authorities
<b>I/O</b>	Input/Output
<b>ID</b>	Identification
<b>IEC</b>	International Electrotechnical Commission
<b>IMO</b>	International Maritime Organisation
<b>IN</b>	Input
<b>INFO</b>	Information
<b>ITU-R</b>	International Telecommunications Union - Radio
<b>KN</b>	Knots
<b>LAT</b>	Latitude
<b>LCD</b>	Liquid Crystal Display
<b>LON</b>	Longitude
<b>LR</b>	Long Range
<b>MED</b>	Maritime Equipment Directive
<b>Min</b>	Minute
<b>MKD</b>	Minimum Keyboard and Display
<b>MMSI</b>	Maritime Mobile Service Identity
<b>MOB</b>	Man Overboard

<b>MSAS</b>	Multi-functional Satellite Augmentation System
<b>NAV</b>	Navigation
<b>NM</b>	Nautical Mile
<b>NMEA</b>	National Marine Electronics Association
<b>OUT</b>	Output
<b>PI</b>	Presentation Interface
<b>RAIM</b>	Receiver Autonomous Integrity Monitoring
<b>RH</b>	Relative Humidity
<b>RNG</b>	Range
<b>ROT</b>	Rate of Turn
<b>RTCM</b>	Radio Technical Commission for Maritime services
<b>Rx</b>	Receive / Receiver
<b>S</b>	Second
<b>SART</b>	Search and Rescue Transponder
<b>SAR</b>	Search and Rescue
<b>SBAS</b>	Satellite Based Augmentation System
<b>SOG</b>	Speed Over Ground
<b>SOLAS</b>	Safety of Life at Sea
<b>SRM</b>	Safety Related Message
<b>SYS</b>	System
<b>TCPA</b>	Time to Closest Point of Approach
<b>TDMA</b>	Time Division Multiple Access
<b>Tx</b>	Transmit
<b>Tx / Rx</b>	Transmit / Receive
<b>UHF</b>	Ultra High Frequency
<b>USB</b>	Universal Serial Bus
<b>UTC</b>	Universal Time Co-ordinate
<b>VDL</b>	VHF Data Link
<b>VHF</b>	Very High Frequency
<b>VSWR</b>	Voltage Standing Wave Ratio
<b>WAAS</b>	Wide Area Augmentation System

# Appendix A

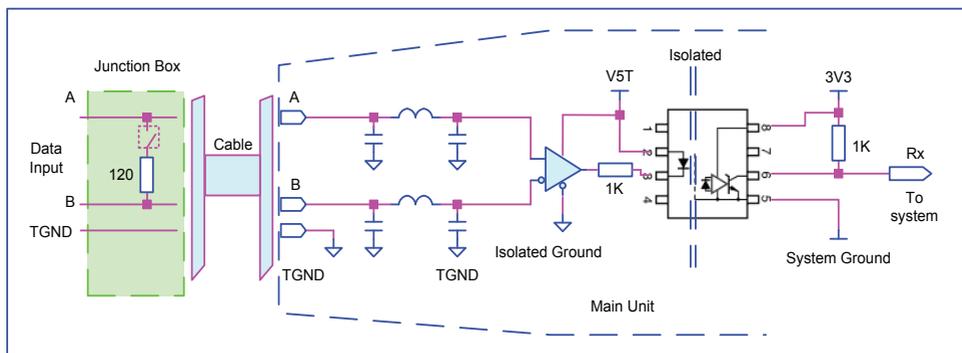
## IEC 61162-2 Data Interface

The V5035 Class A AIS Transponder provides 2 types of IEC 61162-2 data interfaces for user applications. The first interface type includes 3 input-only sensor data ports and the second interface type includes 4 bidirectional input/output ports. Data port for each interface type will be described in the following section below.

### Sensor Data Input Ports

The schematic of input-only sensor data port is shown in Figure A1. The schematic includes a standard V.11 transceiver IC (Texas Instruments SN65176B) combined with high speed photocoupler which are used as the main components to receive external data. The transceiver IC is isolated from external input. To avoid signal reflection, the transceiver IC has an optional built-in 120Ω loop termination, which is selectable by the dip-switch on the junction box and the switch should be set to on position when connecting external data source with long cable. All sensor data-input ports are isolated from one another and are also isolated from internal power supply. The input impedance on A/B wires is greater than 12 KΩ and the levels on the A/B wires are defined in the following:

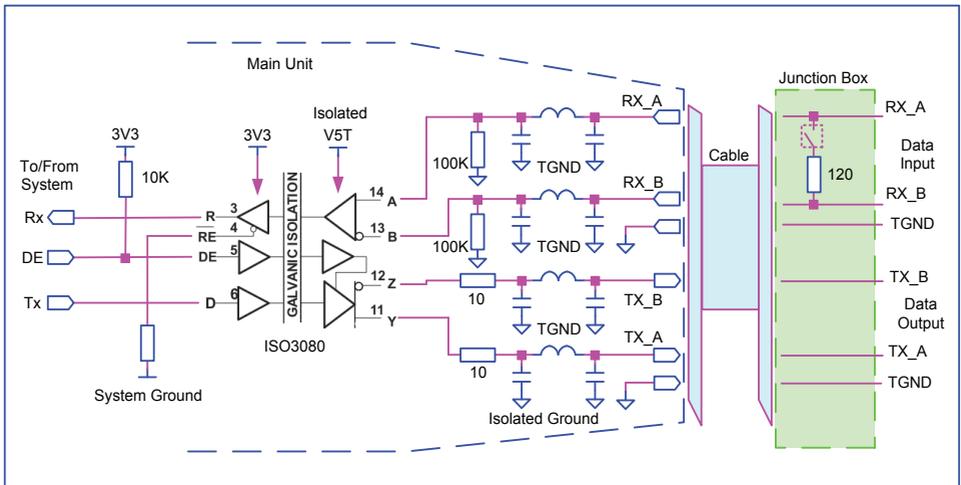
- Logic low input:  $A-B < -0.2V$
- Logic high input:  $A-B > +0.2V$



*Schematic of sensor data input port.*

## Bidirectional Data Ports

The schematic of bidirectional data port is shown in Figure A2. The schematics includes an isolated full duplex RS-485 transceiver IC (Texas Instrument ISO3080) which is used as the main component to handle both data input and output from external data source. The transceiver IC is isolated from external input. To avoid signal reflection, the transceiver IC has an optional built-in 120Ω loop termination, which is selectable by the dip-switch on the junction box and the switch should be set to on position when connecting external data source with long cable. All bidirectional data ports are isolated from one another and are also isolated from internal power supply. The transceiver internal power supply is fully isolated from the external power supply.



*Schematic of bidirectional data port*

The output driver capability of bidirectional data port can provide a maximum of 60mA, and the minimum differential output swing under 100 Ω load can be 2.3V.

### A and B Signal Lines

Refer to sections Sensor Data Input Ports (previous page) and Bidirectional Data Ports above.

### **Output Driver**

The output driver capability of bi-direction data port can provide maximum 60mA, and the minimum differential output swing under 100 ohm load can be 2.3V.

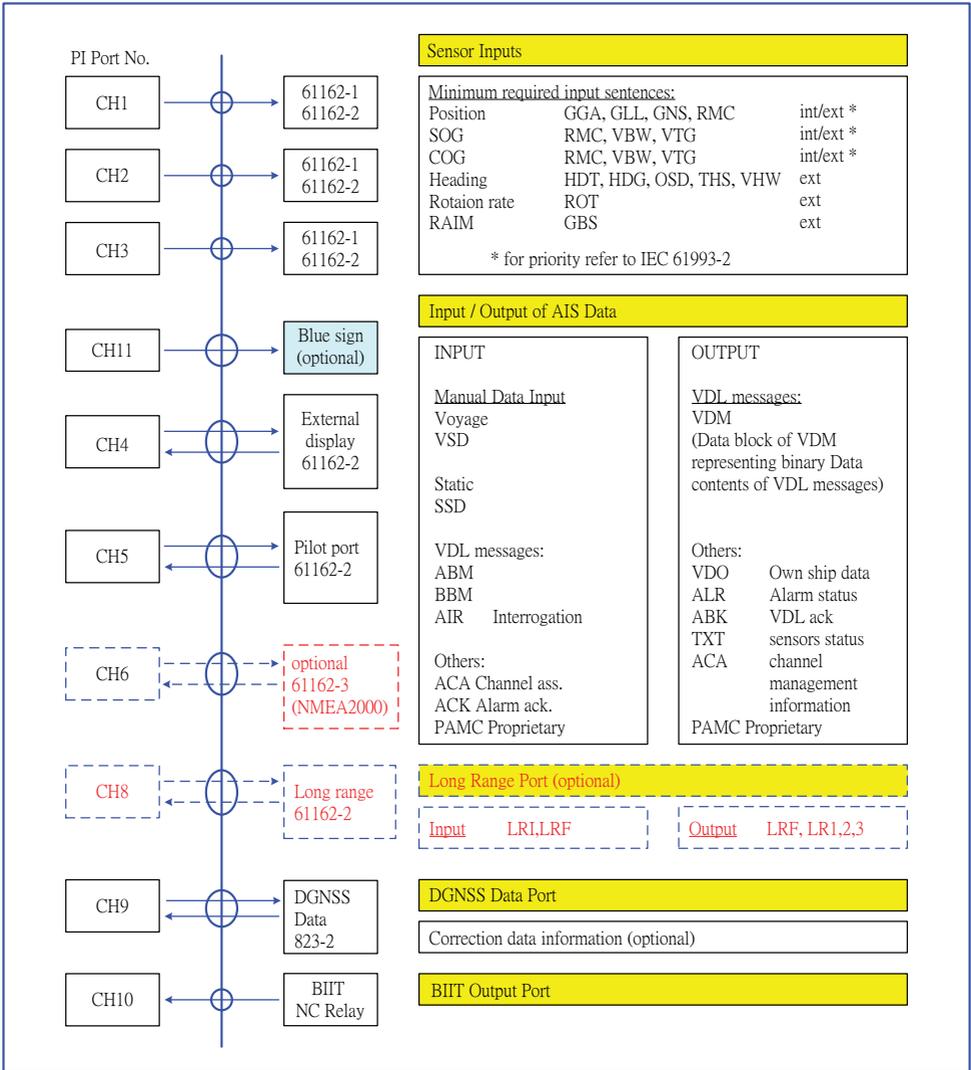
### **Input Load**

Refer to sections Sensor Data Input Ports (previous page) and Bi-directional Data Ports above.

### **Hardware Input/Output Circuit**

Refer to sections Sensor Data Input Ports (previous page) and Bi-directional Data Ports above.

# Presentation interface of V5035



## Supported IEC 61162 Data sentences

Data Port	Input sentences	Output sentences
Sensor 1 Sensor 2 Sensor 3	DTM, GBS, GGA, GLL, GNS, GSA, HDG, HDT, OSD, RMC, ROT, THS, VBW, VHW, VTG	N/A
DGPS	DTM, GBS, GGA, GLL, GNS, GSA, HDG, HDT, OSD, RMC, ROT, THS, VBW, VHW, VTG	N/A
External Display	ABM, ACA, ACK, AIQ, AIR, BBM, EPV, LRF, LRI, SSD, SPW, VSD	ABK, ACA, ALR, EPV, LR1, LR2, LR3, LRF, TXT, VDM, VDO
Pilot	ABM, ACA, ACK, AIQ, AIR, BBM, EPV, LRF, LRI, SSD, SPW, VSD	ABK, ACA, ALR, EPV, LR1, LR2, LR3, LRF, TXT, VDM, VDO
Long Range	LRF, LRI	LR1, LR2, LR3, LRF

### Transmission interval

Sentence	Interval
VDO	Once a second
ALR (active)	Once every thirty seconds
ALR (inactive)	Once every sixty seconds

### Interpretation of Input Sentences

#### ABM – AIS Addressed Binary and Safety Related Message

This sentence supports ITU-R M.1371 Messages 6, 12, 25, 26 and provides an external application with a means to exchange data via an AIS transponder.

!-ABM,x,x,x,xxxxxxxxxx,x,xx,s—s,x*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x	Total number of sentences needed to transfer the message	
2	x	Sentence number	
3	x	Sequential message identifier	
4	xxxxxxxxxx	The MMSI of the destination AIS unit for the ITU-R M.1371 message	

5	x	AIS channel for broadcast of the radio message	
6	xx	ITU-R M.1371 message ID	
7	s—s	Encapsulated data	
8	x	Number of fill-bits	

### ACA – AIS Channel Assignment Message

An AIS device can receive regional channel management information.

`$--ACA,x,IIII.II,a,yyyyy.yy,a,IIII.II,a,yyyyy.yy,a,x,xxxx,x,xxxx,x,x,x,a,x,hhmss.ss*hh<CR><LF>`

Field No.	Format	Description	Remark
1	x	Sequence Number	
2	IIII.II,a	Region northeast corner latitude – N/S	
3	yyyyy.yy,a	Region northeast corner longitude – E/W	
4	IIII.II,a	Region southwest corner latitude – N/S	
5	yyyyy.yy,a	Region southwest corner longitude – E/W	
6	x	Transition zone size	
7	xxxx	Channel A	
8	x	Channel A bandwidth	
9	xxxx	Channel B	
10	x	Channel B bandwidth	
11	x	Tx/Rx mode control	
12	x	Power level control	
13	a	Information source	
14	x	In-use flag	
15	hhmss.ss	Time of “in use” change	

### ACK – Acknowledge Alarm

This sentence is used to acknowledge an alarm condition reported by a device.

`$--ACK,xxx*hh<CR><LF>`

Field No.	Format	Description	Remark
1	xxx	Unique alarm number (identifier) at alarm source	

## AIQ - Query Sentence

This sentence is used to inquire AIS sentence information.

`$--AIQ,c—c*hh<CR><LF>`

Field No.	Format	Description	Remark
1	c—c	Support query sentence of ACA, EPV, SSD, VSD, TXT.	

## AIR – AIS Interrogation Request

This sentence supports ITU-R M.1371 messages 15 and 10. It provides an external application with the means to initiate requests for specific ITU-R M.1371 messages from AIS unit.

`$--AIR,xxxxxxxx,x.x,x.x,x.x,xxxxxxxx,x.x,x*hh<CR><LF>`

Field No.	Format	Description	Remark
1	xxxxxxxx	MMSI of interrogated station 1	
2	x.x	ITU-R M.1371 message requested from station-1	
3	x	Message sub-section	ignored
4	x.x	Number of second message requested from station-1	
5	x	Message sub-section	ignored
6	xxxxxxxx	MMSI of interrogated station-2	
7	x.x	Number of messages requested from station-2	
8	x	Message sub-section	ignored

## BBM – AIS Broadcast Binary Message

This sentence supports generation of ITU-R M.1371 binary messages 8, 14, 25, and 26. This provides the application with a means to broadcast data, as defined by the application only.

`!--BBM,x,x,x,x,x,x,s—s,x*hh<CR><LF>`

Field No.	Format	Description	Remark
1	x	Total number of sentences needed to transfer the message	
2	x	Sentence number	
3	x	Sequential message identifier	
4	x	AIS channel for broadcast of the radio message	
5	x.x	ITU-R M.1371 Message ID	
6	s—s	Encapsulated data	
7	x	Number of fill-bits	

## DTM – Datum Reference

Local geodetic datum and datum offsets from a reference datum.

\$--DTM,ccc,a,x.x,a,x.x,a, x.x,ccc*hh<CR><LF>			
Field No.	Format	Description	Remark
1	ccc	Local datum	
2	a	Local datum subdivision code	ignored
3	x.x, a	Lat offset, min, N/S	ignored
4	x.x, a	Lon offset, min, E/W	ignored
5	x.x	Altitude offset, m	ignored
6	ccc	Reference datum	

## EPV – Command or Report Equipment Property Value

\$--DTM,ccc,a,x.x,a,x.x,a, x.x,ccc*hh<CR><LF>			
Field No.	Format	Description	Remark
1	a	Sentence status flag	
2	cc	Destination equipment type	
3	c--c	Unique identifier	
4	x.x	Property identifier	
5	c--c	Value of property to be set	

## GBS – GNSS Satellite Fault Detection

This sentence is used to support receiver autonomous integrity monitoring (RAIM).

\$--GBS, hhmss.ss, x.x, x.x, x.x, xx, x.x, x.x, x.x *hh <CR><LF>			
Field No.	Format	Description	Remark
1	hhmss.ss	UTC time of the GGA or GNS fix associated with this sentence	
2	x.x	Expected error in latitude	
3	x.x	Expected error in longitude	
4	x.x	Expected error in altitude	ignored
5	xx	ID number of most likely failed satellite	ignored
6	x.x	Probability of missed detection for most likely failed satellite	ignored
7	x.x	Estimate of bias on most likely failed satellite	ignored
8	x.x	Standard deviation of bias estimate	ignored

## GGA – Global positioning system (GPS) fix data

Time, position and fix-related data for a GPS receiver

\$--GGA, hhhmss.ss, llll.ll, a, yyyy.yy, a, x, xx, x.x, x.x, M, x.x, M, x.x, xxxx*hh<CR><LF>			
Field No.	Format	Description	Remark
1	hhmmss.ss	UTC of position	
2	llll.ll,a	Latitude N/S	
3	yyyy.yy,a	Longitude E/W	
4	x	GPS quality indicator	ignored
5	xx	Number of satellites in use, 00-12, may be different from the number in view	ignored
6	x.x	Horizontal dilution of precision	ignored
7	x.x	Antenna altitude above/below mean sea level (geoid)	ignored
8	M	Units of antenna altitude, m	ignored
9	x.x	Geoidal separation	ignored
10	M	Units of geoidal separation,m	ignored
11	x.x	Age of differential GPS data	ignored
12	xxxx	Differential reference station ID, 0000-1023	ignored

## GLL – Geographic Position – Latitude/Longitude

Latitude and longitude of vessel position, time of position fix and status

\$--GLL, llll.ll, a, yyyy.yy, a, hhhmss.ss, A, a *hh<CR><LF>			
Field No.	Format	Description	Remark
1	llll.ll, a	Latitude, N/S	
2	yyyy.yy, a	Longitude, E/W	
3	hhmmss.ss	UTC of position	
4	A	Status, A=data valid V=data invalid	
5	a	Mode indicator	

### GNS – GNSS Fix Data

Fix data for single or combined satellite navigation systems (GNSS). This sentence provides fix data for GPS, GLONASS, possible future satellite systems and systems combining these.

\$-- GNS, hhmmss.ss, llll.ll, a, yyyy.yy, a, c--c,xx,x.x,x.x,x.x,x.x,x.x,a *hh<CR><LF>			
Field No.	Format	Description	Remark
1	hhmmss.ss	UTC of position	
2	llll.ll, a	Latitude, N/S	
3	yyyy.yy, a	Longitude, E/W	
4	c--c	Mode indicator	
5	xx	Total number of satellites in use	ignored
6	x.x	HDOP	ignored
7	x.x	Antenna altitude, m, re:mean-sea-level (geoid)	ignored
8	x.x	Geoidal separation, m	ignored
9	x.x	Age of differential data	ignored
10	x.x	Differential reference station ID	ignored
11	a	Nacigational status indicator	

### GSA – GNSS DOP and Active Satellites

GNSS receiver operating mode, satellites used in the navigation solution reported by the GGA or GNS sentences and DOP values. If only GPS, GLONASS, etc. are used for the reported position solution, the talker ID is GP, GL, etc. and the DOP values pertain to the individual system.

\$--GSA, a, x, xx,xx,xx,xx,xx,xx,xx,xx,xx,xx,xx,xx,x.x,x.x,x.x*x*hh<CR><LF>			
Field No.	Format	Description	Remark
1	a	Mode: M = manual, forced to operate in 2D or 3D mode A = automatic, allowed to automatically switch 2D/3D	
2	x	Mode: 1 = fix not available, 2 = 2D, 3 = 3D	
3	xx,xx,xx,xx,xx, xx,xx,xx,xx,xx, xx,xx	ID numbers of satellites used in solution	
4	x.x	PDOP	
5	x.x	HDOP	
6	x.x	VDOP	

## HDG – Heading, Deviation and Variation

Heading (magnetic sensor reading), which if corrected for deviation will produce magnetic heading, which if offset by variation will provide true heading.

\$--HDG, x.x, x.x, a, x.x, a*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x.x	Magnetic sensor heading, degrees	
2	x.x,a	Magnetic deviation, degrees E/W	
3	x.x,a	Magnetic variation,degrees E/W	

## HDT – Heading True

Actual vessel heading in degrees true produced by any device or system producing true heading.

\$--HDT, x.x, T*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x.x, T	Heading, degrees true	

## LRF – AIS Long-Range Function

This sentence is used in both long-range interrogation requests and long-range interrogation replies. The LRF-sentence is the second sentence of the long-range interrogation request pair, LRI and LRF (see the LRI-sentence).

\$--LRF,x,xxxxxxxx,c—c,c—c,c—c*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x	Sequence number	
2	xxxxxxxx	MMSI of requestor	
3	c—c	Name of requestor	
4	c—c	Function request	
5	c—c	Function reply status	

## LRI – AIS Long-Range Interrogation

The long-range interrogation of the AIS unit is accomplished through the use of two sentences. The pair of interrogation sentence formatters, a LRI sentence followed by a LRF sentence, provides the information needed by a universal AIS unit to determine if it should construct and provide the reply sentences (LRF, LR1, LR2, and LR3).

\$--LRI,x,a,xxxxxxxx,xxxxxxxx,llll.ll,a,yyyyy.yy,a,llll.ll,a,yyyyy.yy,a*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x	Sequence number	
2	a	Control flag	
3	xxxxxxxx	MMSI of requestor	
4	xxxxxxxx	MMSI of destination	
5	llll.ll,a	Latitude – N/S	
6	yyyyy.yy,a	Longitude – E/W	
7	llll.ll,a	Latitude – N/S	
8	yyyyy.yy,a	Longitude – E/W	

## OSD – Own ship data

Heading, course, speed, set and drift summary. Useful for, but not limited to radar/ARPA applications. OSD gives the movement vector of the ship based on the sensors and parameters in use.

\$--OSD, x.x,A,x.x, a,x.x,a,x.x,x.x,a*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x.x	Heading, degrees true	
2	A	Heading status: A = data valid, V = data invalid	
3	x.x	Vessel course, degrees true	Ignored
4	a	Course reference, B/M/W/R/P (see Note)	Ignored
5	x.x	Vessel speed	Ignored
6	a	Speed reference, B/M/W/R/P (see Note)	Ignored
7	x.x	Vessel set, degrees true	Ignored
8	x.x	Vessel drift (speed)	Ignored
9	a	Speed units, K = km/h; N = knots; S = statute miles/h	ignored

## RMC – Recommended Minimum Specific GNSS Data

Time, date, position, course and speed data provided by a GNSS navigation receiver.

\$--GNS,hhmmss.ss,IIII.II,a,yyyyy.yy,a,c--c,xx,x.x,x.x,x.x,x.x,x.x,a*hh<CR><LF>			
Field No.	Format	Description	Remark
1	hhmmss.ss	UTC of position fix	
2	A	Status	
3	IIII.II,a	Latitude, N/S	
4	yyyyy.yy,a	Longitude, E/W	
5	x.x	Speed over ground, knots	
6	x.x	Course over ground, degrees true	
7	xxxxxx	Date: dd/mm/yy	
8	x.x,a	Magnetic variation, degrees, E/W	
9	a	Mode indicator	
10	a	Navigational status	

## ROT – Rate of Turn

Rate of turn and direction of turn.

\$--ROT,x.x,A*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x.x	Rate of turn, °/min	
2	A	Status: A = data valid, V = data invalid	

## SPW - Security Password Sentence

This sentence can be used for authentication. For this purpose the sentence has to be applied before the protected sentence (for example EPV, SSD).

\$--SPW,ccc,c--c,x,c--c*hh<CR><LF>			
Field No.	Format	Description	Remark
1	ccc	Password protected sentence	
2	c--c	Unique Identifier	
3	x	Password level	
4	c--c	Password	

## SSD – AIS Ship Static Data

This sentence is used to enter static parameters into a shipboard AIS unit. The parameters in this sentence support a number of the ITU-R M.1371 Messages.

\$--SSD,c—c,c—c,xxx,xxx,xx,xx,c,aa*hh<CR><LF>			
Field No.	Format	Description	Remark
1	c—c	Ship's call sign	
2	c—c	Ship's name	
3	xxx	Pos. ref., point dist."A,"	
4	xxx	Pos. ref.,point dist. "B,"	
5	xx	Pos. ref., point dist."C,"	
6	xx	Pos. ref.,point dist. "D,"	
7	c	DTE indicator flag	
8	aa	Source identifier	

## THS – True Heading and Status

Actual vessel heading in degrees true produced by any device or system producing true heading. This sentence includes a "mode indicator" field providing critical safety related information about the heading data, and replaces the deprecated HDT sentence.

\$--THS,x.x,a*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x.x	Heading, degrees true	
2	a	Mode indicator	

## VBW – Dual Ground/Water Speed

Water-referenced and ground-referenced speed data

\$--VBW, x.x, x.x, A, x.x, x.x, A, x.x, A, x.x, A*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x.x	Longitudinal water speed, knots	ignored
2	x.x	Transverse water speed , knots	ignored
3	A	Status : water speed, A = data valid, V = data invalid	ignored
4	x.x	Longitudinal ground speed , knots	
5	x.x	Transverse ground speed , knots	

6	A	Status , ground speed, A = data valid, V = data invalid	
7	x.x	Stern transverse water speed , knots	ignored
8	A	Status : stern water speed,A = data valid, V = data invalid	ignored
9	x.x	Stern transverse ground speed ,knots	ignored
10	A	Status : stern ground speed,A = data valid, V = data invalid	ignored

### VHW – Water speed and heading

The compass heading to which the vessel points and the speed of the vessel relative to the water

\$--VHW, x.x, T, x.x, M, x.x, N, x.x, K*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x.x, T	Heading, degrees true	
2	x.x, M	Heading, degrees magnetic	Ignored
3	x.x, N	Speed, knots	Ignored
4	x.x, K	Speed, km/h	Ignored

### VSD – AIS Voyage Static Data

This sentence is used to enter information about a ship's transit that remains relatively static during the voyage

\$--VSD,x.x,x.x,x.x,c—c,hhmmss.ss,xx,xx,x.x,x.x*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x.x	Type of ship and cargo category	
2	x.x	Maximum present static draught	
3	x.x	Persons on-board	
4	c—c	Destination	
5	hhmmss.ss	Estimated UTC of arrival at destination	
6	xx	Estimated day of arrival at destination	
7	xx	Estimated month of arrival at destination	
8	x.x	Navigational status	
9	x.x	Regional application flags	

## VTG – Course Over Ground and Ground Speed

The actual course and speed relative to the ground

\$--VTG, x.x, T, x.x, M, x.x, N, x.x, K,a*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x.x, T	Course over ground, degrees true	
2	x.x, M	Course over ground, degrees magnetic	ignored
3	x.x, N	Speed over ground, knots	
4	x.x, K	Speed over ground, km/h	ignored
5	a	Mode indicator	

## PAMC, DBG – Proprietary Sentences, Debug

The proprietary sentences are additional sentences only applicable to this product. Its main usage is for enabling testing mode and parameter settings.

This sentence is used for configuration. It commands unit with given parameters.

\$PAMC,C,c-c,x,x,x,x,x,x,x,x*hh<CR><LF>			
Field No.	Format	Description	Remark
1	C	Command : "C"	
2	c-c	Function type. For example, DBG.	
3	x	Parameter Id 1 , 0-998	
4	x	Parameter value 1 , 0- 1000000000	
5	x	Parameter Id 2 , 0-998	
6	x	Parameter value 2, 0- 1000000000	
7	x	Parameter Id 3 , 0-998	
8	x	Parameter value 3, 0- 1000000000	
9	x	Parameter Id 4 , 0-998	
10	x	Parameter value 4, 0- 1000000000	

This sentence is used for retrieving responses

\$PAMC,R,c-c,x,x,x,x,x,x,x,x*hh<CR><LF>			
Field No.	Format	Description	Remark
1	R	Response : "R"	
2	c-c	Function type. For example, DBG.	
3	x	Parameter Id 1 , 0-998	

4	x	Parameter value 1 , 0- 1000000000	
5	x	Parameter Id 2 , 0-998	
6	x	Parameter value 2, 0- 1000000000	
7	x	Parameter Id 3 , 0-998	
8	x	Parameter value 3, 0- 1000000000	
9	x	Parameter Id 4 , 0-998	
10	x	Parameter value 4, 0- 1000000000	

### **PAMC, DSC – Proprietary Sentences, Digital selective calling**

When AIS transponder receives DCS messages, this sentence is used to output DSC pattern.

<b>\$PAMC,R,DSC,c-c*hh&lt;CR&gt;&lt;LF&gt;</b>			
<b>Field No.</b>	<b>Format</b>	<b>Description</b>	<b>Remark</b>
1	c-c	DSC pattern	

## **Interpretation of Output Sentences**

### ***ABK – AIS Addressed and Binary Broadcast Acknowledgement***

The ABK-sentence is generated when a transaction, initiated by reception of an ABM, AIR, or BBM sentence, is completed or terminated.

<b>\$--ABK,xxxxxxxxx,x,x,x,x*hh&lt;CR&gt;&lt;LF&gt;</b>			
<b>Field No.</b>	<b>Format</b>	<b>Description</b>	<b>Remark</b>
1	xxxxxxxxxx	MMSI of the addressed AIS unit	
2	x	AIS channel of reception	
3	x.x	ITU-R M.1371 Message ID	
4	x	Message sequence number	
5	x	Type of acknowledgement	

## ACA – AIS Channel Assignment Message

An AIS device can receive regional channel management information

\$--ABK,xxxxxxxx,x,x,x,x,x*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x	Sequence Number	
2	lll.l,a	Region northeast corner latitude – N/S	
3	yyyyy.yy,a	Region northeast corner longitude – E/W	
4	lll.l,a	Region southwest corner latitude – N/S	
5	yyyyy.yy,a	Region southwest corner longitude – E/W	
6	x	Transition zone size	
7	xxxx	Channel A	
8	x	Channel A bandwidth	
9	xxxx	Channel B	
10	x	Channel B bandwidth	
11	x	Tx/Rx mode control	
12	x	Power level control	
13	a	Information source	
14	x	In-use flag	
15	hhmmss.ss	Time of “in use” change	

## ALR – Set Alarm State

Local alarm condition and status. This sentence is used to report an alarm condition on a device and its current state of acknowledgment.

\$--ALR,hhmmss.ss,xxx,A, A,c--c*hh<CR><LF>			
Field No.	Format	Description	Remark
1	hhmmss.ss	Time of alarm condition change, UTC	
2	xxx	Unique alarm number (identifier) at alarm source	
3	A	Alarm condition, A = threshold exceeded, V = not exceeded	
4	Ax	Alarm's acknowledge state, A = acknowledged, V = unacknowledged	
5	c--c	Alarm's description text	

## EPV – Command or Report Equipment Property Value

\$--EPV,a,cc,c--c,x.x,c--c*hh<CR><LF>			
Field No.	Format	Description	Remark
1	a	Sentence status flag	
2	cc	Destination equipment type	
3	c--c	Unique identifier	
4	x.x	Property identifier	
5	c--c	Value of property to be set	

## LR1 – AIS Long-Range Reply Sentence 1

The LR1 sentence identifies the destination for the reply and contains the information items requested by the "A" function identification character (see the LRF sentence).

\$--LR1,x,xxxxxxxx,xxxxxxxx,c—c,c—c,xxxxxxxx*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x	Sequence number	
2	xxxxxxxx	MMSI of responder	
3	xxxxxxxx	MMSI of requestor	
4	c—c	Ship's name, 1 to 20 characters	
5	c—c	Call sign, 1 to 7 characters	
6	xxxxxxxx	IMO number, 9-digit number	

## LR2 – AIS Long-Range Reply Sentence 2

The LR2-sentence contains the information items requested by the "B, C, E and F" function identification characters,(see the LRF sentence)

\$--LR2,x,xxxxxxxx,xxxxxxxx,hmmss.ss,llll.ll,a,yyyy.yy,a,x.x,T,x.x,N*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x	Sequence number	
2	xxxxxxxx	MMSI of responder	
3	xxxxxxx	Date: ddmmyyyy, 8 digits	
4	hmmss.ss	UTC time of position	
5	llll.ll,a	Latitude – N/S	
6	yyyy.yy,a	Longitude, E/W	

7	x.x,T	Course over ground, degrees, true	
8	x.x,N	Speed over ground, knots	

### LR3 – AIS Long-Range Reply Sentence 3

The LR3 sentence contains the information items requested by the “I, O, P, U and W” function identification character (see the LRF sentence).

\$--LR3,x,xxxxxxxx,c—c,xxxxxx,hhmmss.ss,x.x,x.x,x.x,x.x,x.x,x.x*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x	Sequence number	
2	xxxxxxxx	MMSI of responder	
3	c—c	Voyage destination, 1 to 20 chars	
4	xxxxxx	ETA date: ddmmyy	
5	hhmmss.ss	ETA time	
6	x.x	Draught	
7	x.x	Ship/cargo	
8	x.x	Ship length	
9	x.x	Ship breadth	
10	x.x	Ship type	
11	x.x	Persons, 0 to 8191	

### LRF – AIS Long-Range Function

This sentence is used in both long-range interrogation requests and long-range interrogation replies. The LRF-sentence is the second sentence of the long-range interrogation request pair, LRI and LRF (see the LRI-sentence).

\$--LRF,x,xxxxxxxx,c—c,c—c,c—c*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x	Sequence number	
2	xxxxxxxx	MMSI of requestor	
3	c—c	Name of requestor	
4	c—c	Function request	
5	c—c	Function reply status	

### TXT – Text Transmission

For the transmission of short text messages. Longer text messages may be transmitted by using multiple sentences.

\$--TXT,xx,xx,xx,c--c*hh<CR><LF>			
Field No.	Format	Description	Remark
1	xx	Total number of sentences	
2	xx	Sentence number	
3	xx	Text identifier	
4	c--c	Text message	
5	c—c	Function reply status	

### VDM – AIS VHF Data-Link Message

This sentence is used to transfer the entire contents of a received AIS message packet, as defined in ITU-R M.1371 and as received on the VHF Data Link (VDL), using the “six-bit” field type.

!--VDM,x,x,x,a,s—s,x*hh<CR><LF>			
Field No.	Format	Description	Remark
1	x	Total number of sentences needed to transfer the message	
2	x	Sentence number	
3	x	Sequential message identifier	
4	a	AIS channel	
5	s—s	Encapsulated ITU-R M.1371 radio message	
6	x	Number of fill-bits	

### **VDO – AIS VHF Data-Link Own-Vessel Report**

This sentence is used to transfer the entire contents of an AIS unit's broadcast message packet, as defined in ITU-R M.1371 and as sent out by the AIS unit over the VHF data link (VDL) using the "six-bit" field type.

<b>!--VDO,x,x,x,a,s—s,x*hh&lt;CR&gt;&lt;LF&gt;</b>			
<b>Field No.</b>	<b>Format</b>	<b>Description</b>	<b>Remark</b>
1	x	Total number of sentences needed to transfer the message	
2	x	Sentence number	
3	x	Sequential message identifier	
4	a	AIS channel	
5	s—s	Encapsulated ITU-R M.1371 radio message	
6	x	Number of fill-bits	

# Appendix B

## Monitoring of System Functions and Integrity

In case a failure is detected in one or more of the following functions or data, an alarm will be triggered and displayed on the menu-tree under Alarm List, and the system (transponder) will react as described in the following table.

Alarm-s description text	Alarm ID	Reaction of the system (transponder)
AIS: Tx malfunction	001	Stop transmission
AIS: Antenna VSWR exceeds limit	002	Continue operation
AIS: Rx channel 1 malfunction	003	Stop transmission on affected channel
AIS: Rx channel 2 malfunction	004	Stop transmission on affected channel
AIS: Rx channel 70 malfunction	005	Continue operation
AIS: general failure	006	Stop transmission
AIS: UTC sync invalid	007	Continue operation using indirect or semaphore synchronisation
AIS: MKD connection lost	008	Continue operation
AIS: internal / external GNSS position mismatch	009	Continue operation
AIS: NavStatus incorrect	010	Continue operation
Heading sensor offset	011	Continue operation
AIS: active AIS SART	014	Continue operation
AIS: external EPFS lost	025	Continue operation
AIS: no sensor position in use	026	Continue operation
AIS: no valid SOG information	029	Continue operation using default data
AIS: no valid COG information	030	Continue operation using default data
AIS: Heading lost/invalid	032	Continue operation using default data
AIS: no valid ROT information	035	Continue operation using default data

### Antenna VSWR Exceeds Limit

There is a built-in RF output power detector, which is used to monitor the VSWR of VHF antenna port. If the antenna VSWR exceeds limit, an alarm will be reported while the unit operates continuously. The system will output an ALR 002 at related PI port.

## **Detection of Tx Malfunction**

A built-in lock detector (high active) is used to monitor the local oscillator (PLL circuit) of the transmitter. If the operation of PLL circuit becomes abnormal, a logic low (TX malfunction) will be sent from the lock detector to notify the system. At the same time, system will also output an ALR 001 at the related PI port.

## **Detection of Rx Malfunction**

The V5035 also has 3 built-in lock detectors (high active) to monitor each local oscillator (PLL circuit) of receiver channel 1, channel 2, and channel 70 respectively. If the operation of PLL circuit becomes abnormal, a logic low level will be sent from the lock detector to notify the system. At the same time, the system will output ALR 003 or ALR 004 or ALR 005 at the related PI port to indicate the CH1 or CH2 or CH70 RX malfunctions respectively.

# Appendix C

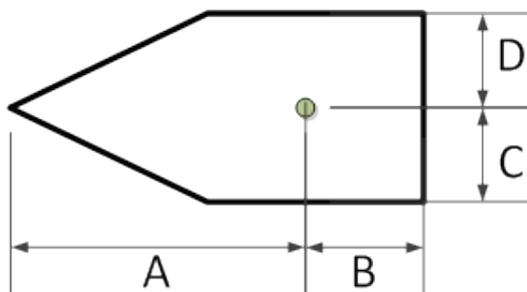
## Installation and maintenance record

The following installation record should be completed and retained on board the vessel for maintenance records.

Vessel information			
Vessel Name		Flag State	
IMO Number		MMSI Number	
Owner/Company		Radio call sign	
Type of vessel		Gross tonnage	
Length	m	Beam	m

AIS Class A Transponder information			
Transponder S/N		Pilot Plug S/N	
Junction Box S/N		GPS Ant. S/N	
Password			
Power supply	Voltage: V	Maximum output current:	A
Note			

GPS/GNSS Antenna location			
A= Distance to Bow	m	C= Dist. To Port-Side	m
B= Distance to Stern	m	D= Dist. To Starboard	m



Connected sensors and devices

Connected Port	Equipment	Model Number
Sensor 1		
Sensor 2		
Sensor 3		
Ext Display Port		
Pilot Port		
Long Range Port		
DGNSS Data Port		
Other Device		

### Installer information

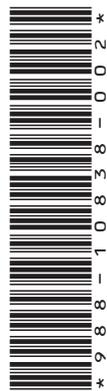
Company Name		
Technician's Name		
Telephone/Mobile No.		
Address		
Place	Date	Installer's signature

## Software Revisions

The transponder is delivered with software version according to the following table which is to be filled in and maintained either by manufacturer, distributor, dealer, or installer. When software update is done, the new software (firmware) version can be identified through MKD at MENU/DIAGNOSTICS/VERSION (please refer to “Version” page 71 in the manual). Each new software upgrade requires information recorded to reflect the change made.

Software maintenance record			
Software Version	By	Date	Change

**Notes:**



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