

SAILOR® 6006 MESSAGE TERMINAL

COBHAM

World's first touch-screen GMDSS terminal

2014 Product Sheet

The most important thing we build is trust

The revolutionary SAILOR 6006 Message Terminal is designed to enhance the efficiency of safety communication as the defining component in a SAILOR 6000 GMDSS installation, as Inmarsat mini-C or as a radiotelex terminal. Regardless of its application, it is a game changing product that introduces intuitive touch-screen technology to maritime safety communications for easier, safer and more efficient operation.

Touch-screen

The SAILOR 6006 Message Terminal features a high resolution touch-screen that offers clear benefits to safety and operational efficiency, as it enables the user to quickly and easily carry out GMDSS and communication tasks, therefore leaving more time for other critical jobs on board. Even when using the keyboard and mouse input method, controlling the multimedia style interface, with easy-to-use, intuitive, icon based operation is very straight-forward.

Purpose Built

The SAILOR 6006 Message Terminal is built specifically for use at sea, and with the SAILOR dedication to quality, it is a highly reliable system that is able to withstand the harsh maritime environment.

The SAILOR 6006 Message Terminal stands out as the world's first touch-screen, Wheelmarked terminal. It enables the safe operation of a vessel's IMO MDSS safety systems either when connected to the SAILOR 6110 mini-C or when operating in conjunction with the MF/HF installation to provide seamless radiotelex communications.

Features include:

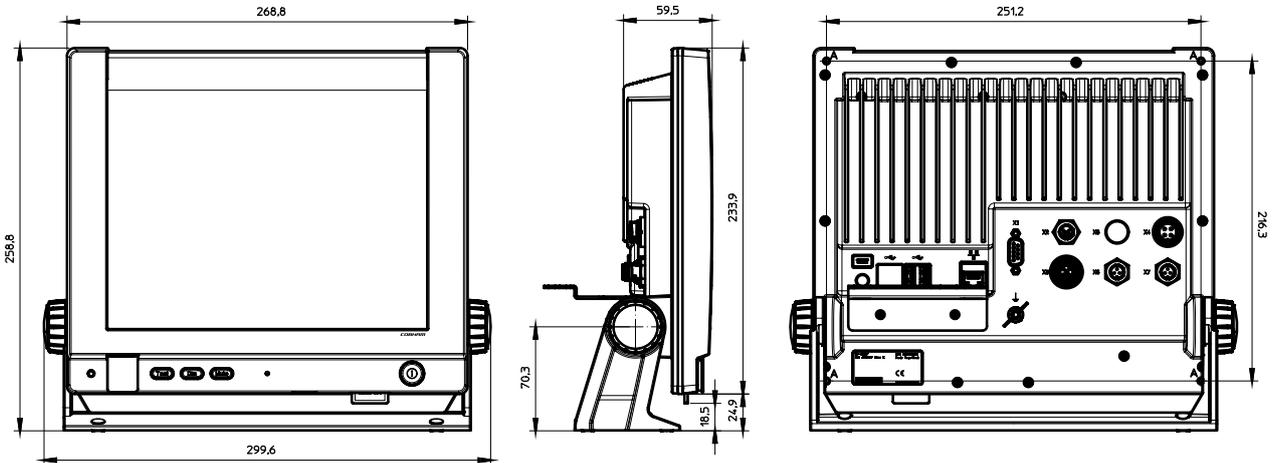
- High contrast touch-screen display with dimming
- Perfect night and day vision
- SD card and USB support
- Integrated GMDSS distress button
- Easy-to-use icon based interface
- ThraneLINK

A number of sub-systems, such as alarm panels can be connected using RJ45 Ethernet cables via the SAILOR 6197 Switch, making installation of the SAILOR 6006 Message Terminal easier and less costly. Additional cost-saving features include a revolutionary approach to cabling with the use of NMEA 2000 style cables and connectors, and the ability to present GMDSS system battery data, therefore removing the need for a battery panel, provided that the SAILOR 6081 Power Supply and Charger is used.



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TECHNICAL SPECIFICATIONS

CPU	Intel Atom based CPU(1 GhZ)
Memory	1 GB
Internal storage	1 GB Flash for OS and application software
Additional storage	media SD card slot. (SDHC)
USB Host interface connector for mass storage devices	

INTERFACES

5 x USB Host interface ports (all up to 480 Mbit)
Ethernet (10/100Mbit), RJ45
RS232, DB9 male*Isolated CAN-bus interface
NMEA 0183 compatible talker, reference to chassis (secondary gnd)*
NMEA 0183 compatible listener, isolated, 4800 Baud max.*
NMEA 0183 compatible listener, isolated, 4800/38400 Baudmax.*
One digital input pin for simple active/inactive detection*

ENVIRONMENTAL

Meets or exceeds all Inmarsat specifications for the Inmarsat-C Network for SOLAS with distress call functions. (CN114 and IEC 945 requirements)	
Meets CE-marking requirements	
IP protection class	IP30 on the rear section, IP33 on the front surface.

AMBIENT TEMPERATURE

-15°C to 55°C operating -40°C to 80°C storage

POWER

Input	12 or 24 V DC nominal (10.8 - 32 V operation)
Power Consumption	Max. 20 W, typical 12 W

DIMENSIONS

With out bracket	HxWxD: 233.9 x 268.8 x 59.9 mm
	HxWxD: 9.2 x 10.6 x 2.4 inch
With bracket at vertical position	HxWxD: 258.8 x 299.6 x 92.3 mm
	HxWxD: 10.2 x 11.8 x 3.6 inch

WEIGHT

Weight	2.2KG
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APPROVALS

Wheelmark

ThraneLINK

ThraneLINK is a sophisticated communication protocol that connects the SAILOR products in a network, offering important new opportunities to vessels. It provides facility for remote diagnostics and enables access to all the SAILOR products from a single point for service. This results in optimized maintenance and lower cost of ownership because less time is needed for troubleshooting and service. Installation is made easier as ThraneLINK automatically identifies new products in the system. The uniform protocol is an open standard which provides a future proof solution for all vessels.

*) For future use. Not used and not needed for current GMDSS provided.

For further information please contact:

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