



# FA-150 **OPERATOR'S MANUAL**



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FURUNO ELECTRIC 0 ; LTD.





# **UAIS Transponder FA-150**

## FURUNO ELECTRIC CO., LTD.

NISHINOMIYA, JAPAN

http://www.furuno.co.jp/

# ▲ SAFETY INSTRUCTIONS

## 



ELECTRICAL SHOCK HAZARD Do not open the equipment.

Only qualified personnel should work inside the equipment.

Immediately turn off the power at the switchboard if water leaks into the equipment or something is dropped in the equipment.

Continued use of the equipment can cause fire or electrical shock. Contact a FURUNO agent for service.

Do not disassemble or modify the equipment.

Fire, electrical shock or serious injury can result.

Do not place liquid-filled containers on the top of the equipment.

Fire or electrical shock can result if a liquid spills into the equipment.

### Use the proper fuse.

Use of the wrong fuse can cause fire or permanent damage to the equipment.

## 🗥 WARNING

Immediately turn off the power at the switchboard if the equipment is emitting smoke or fire.

Continued use of the equipment can cause fire or electrical shock. Contact a FURUNO agent for service.

Make sure no rain or water splash leaks into the equipment.

Fire or electrical shock can result if water leaks in the equipment.

Do not operate the equipment with wet hands.

Electrical shock can result.

#### WARNING LABEL

A warning label is attached to the AC-DC power supply. Do not remove the label. If the label is missing or damaged, contact a FURUNO agent or dealer about replacement.



Name: Warning Label (1) Type: 86-003-1011-1 Code No.: 100-236-231

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**Declaration of Conformity** 

# FOREWORD

## A Word to the Owner of the FA-150

FURUNO Electric Company thanks you for purchasing the FA-150 UAIS Transponder. We are confident you will discover why the FURUNO name has become synonymous with quality and reliability.

For over 50 years FURUNO Electric Company has enjoyed an enviable reputation for quality and reliability throughout the world. This dedication to excellence is furthered by our extensive global network of agents and dealers.

Your equipment is designed and constructed to meet the rigorous demands of the marine environment. However, no machine can perform its intended function unless properly operated and maintained. Please carefully read and follow the operation and maintenance procedures set forth in this manual.

We would appreciate feedback from you, the end-user, about whether we are achieving our purposes.

Thank you for considering and purchasing FURUNO.

## Features

The FA-150 is a universal AIS (Automatic Identification System) capable of exchanging navigation and ship data between own ship and other ships or coastal stations. It complies with IMO MSC.74(69) Annex 3, A.694, ITU-R M.1371-1 and DSC ITU-R M.825. It also complies with IEC 61993-2 (Type testing standard), IEC 60945 (EMC and environmental conditions).

The FA-150 consists of VHF and GPS antennas, a transponder unit, a monitor unit, and several associated units. The transponder contains a VHF transmitter, two TDMA receivers on two parallel VHF channels, a DSC channel 70 receiver, interface, communication processor, and internal GPS receiver. The internal GPS is a 12-channel all-in-view receiver with a differential capability, and provides UTC reference for system synchronization to eliminate clash among multiple users. It also gives position, COG and SOG when the external GPS fails.

The main features are

- Safety of navigation by automatically exchanging navigational data between ships and between ship and coast.
- Static data:
  - MMSI (Maritime Mobile Service Identity)
  - IMO number (where available)
  - Call sign & name
  - Length and beam
  - Type of ship
  - Location of position-fixing antenna on the ship
- Dynamic data:
  - Ship's position with accuracy indication and integrity status
  - Universal Time Coordinated (UTC)
  - Course over ground (COG)
  - Speed over ground (SOG)
  - Heading
  - Rate of turn (ROT) where available
- Voyage-related data
  - Ship's draught
  - Navigation status (manual input)
  - Hazardous cargo (type)
  - Destination and ETA (at master's discretion)
- Short safety-related messages, Free messages
- LCD panel satisfying the IMO minimum requirements plus simple plotting modes
- Interfaces for radar, ECDIS, PC for future networking expansion
- GPS/VHF combined antenna for easy installation available
- CPA/TCPA alarm
- Built-in GPS receiver for UTC synchronization and backup position-fixing device

## **Important Notices**

- No part of this manual may be copied or reproduced without written permission.
- If this manual is lost or worn, contact your dealer about replacement.
- The contents of this manual and equipment specifications are subject to change without notice.
- The example screens (or illustrations) shown in this manual may not match the screens you see on your display. The screen you see depends on your system configuration and equipment settings.
- This manual is intended for use by native speakers of English.
- FURUNO will assume no responsibility for the damage caused by improper use or modification of the equipment or claims of loss of profit by a third party.

# SYSTEM CONFIGURATION



# **PROGRAM NUMBER**

PCB	Location	Program No.	Version No.	Date of Modification
CPU (24P0062)	Monitor Unit	2450021 (Prog) 2450020 (Boot)	01.** 01.**	
MAIN (24P0035)	Transponder Unit GPS Receiver	2450018 485026	01.** 40**	

\*\*: Minor Modification

# SYSTEM OVERVIEW

## System overview

The Automatic Identification System (AIS) was originally developed to aid the Vessel Traffic Services (VTS) by use of a VHF transponder working on Digital Selective Call (DSC) at VHF CH70, and is still in use along the UK coastal areas and others. Some time later the IMO developed a Universal AIS using the new sophisticated technology called Self-Organized Time Division Multiple Access (SOTDMA) based on a VHF Data Link (VDL).

The system operates in three modes – autonomous (continuous operation in all areas), assigned (data transmission interval remotely controlled by authority in traffic monitoring service) and polled (in response to interrogation from a ship or authority). It is synchronized with GPS time to avoid conflict among multiple users (IMO minimum 2000 reports per minute and IEC requires 4500 reports on two channels). The VHF channels 87B and 88B are commonly used and in addition there are local AIS frequencies. Shipborne AIS transponders exchange various data as specified by the IMO and ITU on either frequency automatically set up by the frequency management telecommand received by the DSC receiver on ship.



All ships broadcast Static and Dynamic information (autonomous and continuous mode). If OS wants to know information about ship 1, OS shall send an interrogation in polling mode; then ship 1 will transmit her response on the same VHF channel without operator intervention.

## Not all ships carry AIS

The Officer of the Watch (OOW) should always be aware that other ships, and in particular leisure craft, fishing boats and warships, and some coastal shore stations (including Vessel Traffic Service centers) might not be fitted with AIS.

The OOW should also be aware that AIS fitted on other ships as a mandatory carriage requirement might be switched off by the master if its use might compromise the security of the vessel. Thus, users are therefore cautioned to always bear in mind that information provided by AIS may not be giving a complete or correct "picture" of shipping traffic in their vicinity.

## Use of AIS in collision avoidance

As an anti-collision aid the AIS has the following advantages over radar:

- Information provided in near real-time
- Capable of instant presentation of target course alterations
- Not subject to target swap
- Not subject to target loss in clutter
- · Not subject to target loss due to fast maneuvers
- Able to detect ships within VHF/FM coverage, including in some circumstances, around bends and behind islands.

When using the AIS for anti-collision purposes it is important to remember that the AIS is an additional source of navigation information. It does not replace other navigational systems. The AIS may not be giving a complete or correct "picture" of shipping traffic in its vicinity.

The use of the AIS does not negate the responsibility of the OOW to comply with all collision regulation requirements, especially the maintaining of a proper look-out. The prudent navigator uses all aids available to navigate the ship.

## **Erroneous information**

Erroneous information implies a risk to other ships as well as your own. Poorly configured or improperly calibrated sensors might lead to incorrect information being transmitted. It is the user's responsibility to ensure that all information entered into the system is correct and up to date.

# 1. OPERATION

## 1.1 Description of Controls



- (1) LCD Screen: Displays various data.
- (2) CursorPad: Shifts cursor; chooses menu items and options; enters alphanumeric data.
- (3) MENU key: Opens the menu.
- (4) ENT key: Terminates keyboard input; changes screen.
- 5 DISP key: Chooses a display screen; closes menu
- (6) DIM key: Adjusts panel dimmer and LCD contrast.
- $\bigcirc$  NAV STATUS key: Displays nav status menu, which sets up for a voyage.
- 8 PWR key: Turns the power on and off.

FA-150 Monitor unit

## **1.2 Turning the Power On and Off**

Press the **PWR** key to turn the equipment on or off. When powered, the equipment sounds a beep for several seconds and then proceeds in the sequence shown below.



### Startup sequence

The startup screen displays the program version number and the results of the ROM, RAM and backup data test, showing OK or "NG" (No Good) as the result. If "NG" (No Good) appears for any of the check results, try resetting the power to restore normal operation. If that does not work, contact your dealer for advice. After the startup test is completed the plotter display appears, showing the messages "NO OWN SHIP POSITION AVAILABLE." and "NOW INITIALIZING." These messages mean that position data has not yet arrived and the transponder is initializing itself, respectively. When both messages disappear the equipment is ready for use. If the message "ENTER MMSI!" appears, the vessel's MMSI has not been registered in the equipment. Enter MMSI.

If there is no response from the transponder unit or vessel's MMSI is not registered in the equipment, the message "COMMUNICATION ERROR" appears on the screen. Press any key to erase the message. Check if the transponder unit is powered. Also check the connection between the monitor unit and the transponder unit.

The FA-150 should be powered while underway or at anchor. The master may switch off the AIS if he believes that the continual operation of the AIS might compromise the safety or security of his ship. The AIS should be restarted once the source of danger has disappeared.

The equipment transmits own ship static data within two minutes of start-up and it is transmitted at six-minute intervals. Static data includes MMSI number, IMO number, call sign, ship name, ship length and width, ship type and GPS antenna position.

In addition to static data, ship's dynamic data is also transmitted. This data includes position with accuracy, SOG, COG, rate of turn, heading, etc. Dynamic data is transmitted every 2 s to 3 min depending on ship's speed, course change. Voyage-related data, such as ship's draft, hazardous cargo, destination and estimated time of arrival are transmitted at six-minute intervals.

The FA-150 starts receiving data from AIS-equipped ships as soon as it is turned on, and those ships' location on the plotter display is shown with the AIS symbol. (To learn more about the plotter display, see paragraph 1.7.) With connection of a radar or ECDIS, the AIS target symbols may be overlaid on the radar or ECDIS.

Note 1: If no navigation sensor is installed or a sensor such as a gyrocompass has failed, the AIS automatically transmits "not available" data.
 Note 2: The reporting intervals are as follows:

Ship's navigation status	Reporting interval (Class A target)
Ship at anchor or moored and not moving faster than 3 kts	3 min
Ship at anchor or moored and moving at more than 3 kts	10 s
0-14 kt speed	10 s
0-14 kt speed with course change	3 1/3 s
14-23 kt speed	6 s
14-23 kt speed with course change	2 s
Speed higher than 23 kt	2 s
Speed higher than 23 kt with course change	2 s

	<u>Shi</u>	p's	navi	gation	status	and	re	<u>porting</u>	interva	
--	------------	-----	------	--------	--------	-----	----	----------------	---------	--

## 1.3 Adjusting Panel Dimmer and Contrast

The panel dimmer and display contrast may be adjusted as follows:

1. Press the **DIM** key to show the dialog box below.



Panel dimmer and contrast dialog box

- 2. Use ▲ or ▼ to adjust panel dimmer; ◄ or ► to adjust contrast.
- 3. Press the **ENT** key to close the dialog box.
- Note: If the equipment is turned off with the contrast setting of 35 or lower, the equipment will start up with contrast setting 36 when the power is again turned on.

## 1.4 Menu Overview

You can choose the functionality of the equipment through the menu. If you get lost in operation, press the **MENU** key until you return to the main menu. The complete menu tree is provided in the Appendix.

## 1.4.1 Menu operating procedure

1. Press the **MENU** key to display the main menu.

[MENU]
MSG
SENSOR STATUS
INTERNAL GPS
USER SETTINGS
INITIAL SETTINGS
CHANNEL SETTINGS
DIAGNOSTICS

Main menu

- 2. Use the CursorPad to choose a wanted menu and then press the ENT key.
- 3. Use the **CursorPad** to choose a wanted sub-menu and then press the **ENT** key.

There are two types of sub-menus: option selection and data entry. (Some sub-menus combine both.) Below are examples of each type of sub-menu.

[USER SETTINGS]				
KEY BEEP : ON				
ALARM BUZZER : ON				
DISP RCVD MSG : ABM				
RCVD MSG BUZZ: OFF				
LR MODE : AUTO				
CPA/TCPA ALARM				
QUIT[IMENU]				
LISER SETTINGS sub-menu				



USER SETTINGS sub-menu (Option selection) DRAUGHT input screen (Data input)

Sample sub-menu screens

 Use ▲ or ▼ to choose the item you wish to process and then press the ENT key. 5. Depending on the sub-menu selected, you will choose an option or enter alphanumeric data.

#### **Choosing an option**

The example below shows how to choose an option from the USER SETTINGS menu. (See the illustration on the previous page.)

a) Use ▲ or ▼ to choose the menu item desired and then press the ENT key. A window showing the options for the item selected is overlaid on the sub-menu selected. For example, the options for KEY BEEP are as shown below.



USER SETTINGS menu, showing options for KEY BEEP

b) Press  $\blacktriangle$  or  $\blacktriangledown$  to choose option desired and then press the **ENT** key.

#### Entering alphanumeric data

The example below shows how to enter numeric data on the DRAUGHT entry screen, which is page 5 of the NAV STATUS setup screens.

a) Choose DRAUGHT and then press the **ENT** key. An underline is under the far left-hand digit.



DRAUGHT entry screen

- b) Use  $\blacktriangle$  or  $\blacktriangledown$  to choose appropriate numeric.
  - Note: For menus where you enter alphanumeric characters, pressing ▲ displays alphanumeric characters cyclically in order of blank space, alphabet, numerals and symbols.
- c) Use ► to shift the cursor to the adjacent place, and then use ▲ or ▼ to choose numeric.
- d) Repeat step c) to finish entering data for the item selected. To erase a character, insert a space.
- e) Press the **ENT** key to register data.
- 6. Press the **DISP** key to close the menu.

## 1.5 Setting Up for a Voyage

There are seven items on the NAV STATUS menu that you will need to enter at the start of a voyage: navigation status, destination, arrival date, arrival time, number of crew, vessel type and draught.

1. Press the **NAV STATUS** key to open the NAV STATUS menu.

[NAV STATUS] ► NAV STATUS: 0
***STATUS DETAIL*** UNDER WAY USING ENGINE

NAV STATUS menu, page 1, nav status entry screen

- 2. If your navigation status is different from that shown, follow the procedure below. If it is the same as shown, go to step 3.
  - a) Press the ENT key.
  - b) Press ▲ or ▼ to choose appropriate status and then press the ENT key. Refer to the data below to choose appropriate nav status.
    - 00: UNDER WAY USING ENGINE
    - 01: AT ANCHOR
    - 02: NOT UNDER COMMAND
    - 03: RESTRICTED MANEUVERABILITY
    - 04: CONSTRAINED BY DRAUGHT
    - 05: MOORED
    - 06: AGROUND
    - 07: ENGAGED IN FISHING
    - 08: UNDER WAY SAILING
    - 09: RESERVED FOR HIGH SPEED CRAFT (HSC)
    - 10: RESERVED FOR WING IN GROUND (WIG)
    - 11-14: RESERVED FOR FUTURE USE
    - 15: NOT DEFINED (DEFAULT)
- 3. Press ► to show page 2 of the NAV STATUS menu.

[DESTINATION]
****************(0/0)
[NEW?]

NAV STATUS menu, page 2

4. NEW is selected; press the **ENT** key.



NAV STATUS menu, page 2 (destination entry screen)

 Press the ENT key. Use the CursorPad to enter destination and then press the ENT key. You may use up to 20 alphanumeric characters, and you may enter 20 destinations. Pressing ▲ displays alphanumeric characters in order of blank space, alphabet, numerals and symbols. (For how to enter alphanumeric characters, see "Entering alphanumeric data" on page 1-6.)

PROCESSING DESTINATIONS
If you have already registered some destinations, page 2 of the NAV STATUS menu looks something like the one below. From this screen you can select, edit or delete destinations.
[DESTINATION] COTE D'IVOIRE ************************************
SEATTLE SAN FRANCISCO COTE D'IVOIRE
<ol> <li>Use the CursorPad to choose appropriate destination and then press the ENT key to show the options window below.</li> </ol>
EDIT DELETE
<ol> <li>Use the CursorPad to choose SELECT, EDIT or DELETE as appropriate and then press the ENT key. Do one of the following according to your objective.</li> </ol>
<ul> <li>Select a destination: Press the ENT key.</li> <li>Edit a destination: Edit the destination as appropriate; press the ENT key.</li> <li>Delete a destination: The prompt below appears. Press ◄ to choose YES; press the ENT key.</li> </ul>
DESTINATION DELETE.
ARE YOU SURE? YES NO

6. Press ► to show page 3 of the NAV STATUS menu.



NAV STATUS menu, page 3 (date and time of arrival entry screen)

- 7. DATE is selected; press the ENT key.
- 8. Use the **CursorPad** to enter the date of arrival and then press the **ENT** key.
- 9. TIME is selected; press the ENT key.
- 10. Use the **CursorPad** to enter the estimated time of arrival and then press the **ENT** key. Use 24-hour notation.
- 11. Press ► to show page 4 of the NAV STATUS menu.

[CARGO TYPE & CREW] ◀► CREW:
TYPE NO: 00
**** TYPE DETAIL****

NAV STATUS menu, page 4 (cargo type and crew entry screen)

- 12. CREW is selected; press the ENT key.
- 13. Use the **CursorPad** to enter number of crew (setting range: 0-8191) and then press the **ENT** key.
- 14. TYPE NO. is selected; press the ENT key.
- 15. Use the **CursorPad** to choose type of vessel, referring to the table on the next page, and then press the **ENT** key.
  - **Note 1:** Only the second digit of the vessel class may be entered here; the first digit is entered on the INITIAL SETTINGS menu, during installation.
  - **Note 2:** When "Tanker" is chosen, output power is automatically switched to 1 W when ship's speed is less than 3 kts for more than one minute or speed data becomes lost.

10	FUTURE USE	ALL SHIPS OF THIS TYPE	60	PASS	ENGER SHIPS	ALL SHIPS OF THIS TYPE
11	FUTURE USE	CARRYING DG, HS, OR MP(A)	61	PASS	ENGER SHIPS	CARRYING DG, HS, OR MP(A)
12	FUTURE USE	CARRYING DG. HS. OR MP(B)	62	PASS	ENGER SHIPS	CARRYING DG. HS. OR MP(B)
13	FUTURE USE	CARRYING DG. HS. OR MP(C)	63	PASS	ENGER SHIPS	CARRYING DG. HS. OR MP(C)
14	FUTURE USE	CARRYING DG. HS. OR MP(D)	64	PASS	ENGER SHIPS	CARRYING DG. HS. OR MP(D)
15	FUTURE USE	FUTURE USE	65	PASS	ENGER SHIPS	FUTURE USE
16	FUTURE USE	FUTURE USE	66	PASS	ENGER SHIPS	FUTURE USE
17	FUTURE USE	FUTURE USE	67	PASS	ENGER SHIPS	FUTURE USE
18	FUTURE USE	FUTURE USE	68	PASS	ENGER SHIPS	FUTURE USE
19	FUTURE USE	NONE	69	PASS	ENGER SHIPS	NONE
20	WIG	ALL SHIPS OF THIS TYPE	70	CARC	SO SHIPS	ALL SHIPS OF THIS TYPE
21	WIG	CARRYING DG. HS. OR MP(A)	71	CARC	SO SHIPS	CARRYING DG. HS. OR MP(A)
22	WIG	CARRYING DG HS OR MP(B)	72	CARC	SO SHIPS	CARRYING DG HS OR MP(B)
23	WIG	CARRYING DG HS OR MP(C)	73	CARC	SO SHIPS	CARRYING DG HS OR MP(C)
24	WIG	CARRYING DG HS OR MP(D)	74	CARC	SO SHIPS	CARRYING DG HS OR MP(D)
25	WIG	FUTURE USE	75	CARC	SO SHIPS	FUTURE USE
26	WIG	FUTURE USE	76	CARC	SO SHIPS	FUTURE USE
27	WIG	FUTURE USE	77	CARC		FUTURE USE
28	WIG	FUTURE USE	78	CARC		FUTURE USE
20	WIG	NONE	70	CARC		NONE
30	FISHING	NONE	80	TANK	FR	
31	TOWING		81	TANK	ER ER	CARRYING DG HS OR MP(A)
32			82		ÉD	CARRYING DG HS OR MP(R)
32			83			
34			84	TANK	ER ER	CARRYING DG HS OR MP(D)
35					ED.	
36	36 SAILING				ED	
37	37 PLEASURE CRAFT				ED	
38				TANK	ER ER	FUTURE USE
30			80		ED	NONE
40	HSC		09 Q0		EN TYPE OF SH	
41	HSC	CARRYING DG HS OR MP(A)	01			IP CARRYING DG HS OR MP(A)
42	HSC	CARRYING DG HS OR MP(B)	02			IP CARRYING DG HS OR MP(B)
42	HSC	CARRYING DG HS OR MP(C)	92			IP CARRYING DG, HS, OR MP(C)
43	HSC		93			IP CARRYING DG HS OR MP(D)
44	HSC		94			ID FLITLIRE LISE
40	HSC		90			
47	HSC		07			
47	HSC		08			
40	HSC	NONE	00			
43		NONE	33			II NONE
50			,	WIG:	Wina in aroun	d
51	52 TUGS			HSC	High speed cr	aft
52					Dangerous of	ods
53	54 VESSELS WITH ANTLEOUL LITION FACILITIES OR FOUNDMENT			20. ЦС·	Harmful subst	ances
54	54 VESSELS WITH ANTI-POLL UTION FACILITIES OR EQUIPMENT			MD.	Marina nollute	
50	55 LAW ENFORCEMENT VESSELS			NIC.	Indefined	into
50	56 SPARE-FOR ASSIGNMENTS TO LOCAL VESSELS			0-9:	Undefined	
5/	SPARE-FUR A	ASSIGNIVIENTS TO LOGAL VESSELS				
58						
59	SHIPS ACCOR	KUING TO RESOLUTION NO 18				

16. Press ► to go to page 5 of the NAV STATUS menu.

[DRAUGHT] DRAUGHT:	<b>▲</b> <b>)0.</b> ( m

NAV STATUS menu, page 5 (draught entry screen)

- 17. Press the ENT key.
- 18. Use the **CursorPad** to enter ship's draught (setting range: 0-25.5(m)), and then press the **ENT** key.
- 19. Press the **DISP** key to close the menu.

## 1.6 Setting CPA/TCPA

Set the CPA (Closest Point of Approach) and TCPA (Time to Closest Point of Approach) range for which you want to be alerted to AIS targets close to own ship. When a ship's CPA and TCPA are lower than that set here, the buzzer sounds (if active) and the message COLLISION ALARM appears.

- 1. Press the **MENU** key to open the main menu.
- 2. Use ▲ or ▼ to choose USER SETTINGS and then press the ENT key.
- 3. Use  $\blacktriangle$  or  $\lor$  to choose CPA/TCPA ALARM and then press the **ENT** key.



CPA/TCPA ALARM sub-menu

- 4. CPA is selected; press the ENT key.
- 5. Use the CursorPad to enter CPA (setting range: 0-6.00 nm) and then press the **ENT** key.
- 6. TCPA is selected; press the ENT key.
- 7. Use the CursorPad to enter TCPA (setting range: 0-60 min) and then press the **ENT** key.
- 8. ALARM MODE is selected; press the ENT key.
- 9. Choose ON to enable the CPA/TCPA alarm feature; OFF to disable it. Press the **ENT** key.
- 10. ALARM BUZZER is selected; press the **ENT** key.
- 11. Choose ON to enable the CPA/TCPA audio alarm, or OFF to disable it. Press the **ENT** key.
- 12. Press the **DISP** key to close the menu.

## 1.7 Choosing a Display

Use the **DISP** key to choose a display. Each time the key is pressed, the display changes in the sequence shown below.



Display selection sequence

## 1.7.1 Plotter display

The plotter display, which automatically appears at power-on, shows the range and course of AIS-equipped ships within the current range. The position and course of your ship are also displayed.



Plotter display

A target marker (hollow circle w/vector) indicates the presence of a vessel equipped with AIS in a certain location and course. If you desire to know more about a vessel's data, see the next paragraph.

## **Operations on the plotter display**

- 1. Press the **DISP** key to show the plotter display.
- Use ▼ or ▲ to choose the range. The available ranges are (in nm) 0.125, 0.25, 0.5, 0.75, 1.5, 3, 6, 12, and 24.
- **3.** To find a target's data, see paragraph 1.7.2.
- **Note 1:** A target is declared a lost target under the conditions shown in the table below. A target is erased from the screen 6 minutes and 40 seconds after it is declared a lost target.

Ship's navigation status	Target declared as lost target after
Ship at anchor or moored and not moving faster than 3 kts	10 min
Ship at anchor or moored and moving at more than 3 kts	50 s
0-14 kt speed	50 s
0-14 kt speed with course change	50 s
14-23 kt speed	25 s
14-23 kt speed with course change	25 s
Speed higher than 23 kt	7 s
Speed higher than 23 kt with course change	7 s

**Note 2:** When a target's CPA and TCPA are lower than set in paragraph 1.6, the target flashes and the audio alarm sounds (if active). Press any key to stop the flashing and silence the audio alarm. Take suitable measures to avoid collision.

**Note 3:** "DNGR" (DANGER) appears at the end of the HDG field when a target's CPA and TCPA are lower than the CPA and TCPA alarm settings. Further, when a target becomes a lost target, "LOST" appears at the end of the HDG field.

## 1.7.2 Target list (displaying target data)

- 1. At the plotter display, press the **DISP** key to show the TARGET LIST, which lists all AIS targets being detected by the FA-150.
  - Note: You may also choose the target directly on the plotter display. Press
     ✓ to order targets in closest to furthest from own ship; 
     > to order targets in furthest to closest from own ship. The circle of the wanted target is painted in black; press the ENT key. The display then looks something like the one shown at the top of one of the illustrations on the next several pages. If you wish to see other data of the target, go to step 3 below.



### Target list

- Use ▼ or ▲ to choose the target whose data you wish to view, and then press the ENT key. The display then looks something like one of the displays shown on the next several pages, according to type of target. (If there is no data for the target selected, the message NO SEL appears. Hit any key to escape.)
- 3. Use  $\checkmark$  or  $\blacktriangle$  to scroll the display to see other data.
- Note: The range and bearing of targets are automatically updated, however the order of targets is not updated after the target list is initially displayed. To re-order the list (in range order), press ◀.

### Target data display, mobile class A



Target data display, mobile class A

## Target data display, mobile class B



Target data display, mobile class B

### Target data display, base station



Six minutes and 40 seconds after loss

of signal the target's data is erased.

Target data display, base station



#### Target data display, SAR (Search and Rescue)

## Target data display, AtoN (Aid to Navigation)



The table below shows all the AtoN codes which may appear on the AtoN target data display. The AtoN name which appears on the AtoN target display is shown in uppercase alphabet.

Code	Description
0	DEFAULT, TYPE OF A TO N NOT SPECIFIED
1	REFERENCE POINT
2	RACON
3	OFF SHORE STRUCTURE
4	SPARE
5	LIGHT, WITHOUT SECTORS
6	LIGHT, WITH SECTORS
7	LEADING LIGHT FRONT
8	LEADING LIGHT REAR
9	BEACON, CARDINAL N
10	BEACON, CARDINAL E
11	BEACON, CARDINAL S
12	BEACON, CARDINAL W
13	BEACON, PORT HAND
14	BEACON, STARBOARD HAND
15	BEACON, PREFERRED CHANNEL PORT HAND
16	BEACON, PREFERRED CHANNEL STARBOARD HAND
17	BEACON, ISOLATED DANGER
18	BEACON, SAFE WATER
19	BEACON, SPECIAL MARK
20	CARDINAL MARK N
21	CARDINAL MARK E
22	CARDINAL MARK S
23	CARDINAL MARK W
24	PORT HAND MARK
25	STARBOARD HAND MARK
26	PREFERRED CHANNEL PORT HAND
27	PREFERRED CHANNEL STARBOARD HAND
28	ISOLATED DANGER
29	SAFE WATER
30	SPECIAL MARK
31	LIGHT VESSEL / LANBY

## A to N code and description

## 1.7.3 Dangerous (target) list

You can easily find dangerous ships whose CPA and TCPA are lower than the CPA and TCPA alarm settings.

- 1. At the plotter display, press the **DISP** key to show the Target List (see paragraph 1.7.2).
- 2. Press ► to show the Dangerous List.



Dangerous list

- 3. To find detailed information about a dangerous target, use ▼ or ▲ to choose the target and then press the **ENT** key.
- Use the CursorPad to change page ▼ or ▲ to go forward; ▲ or ◄ to go back.
- **Note 1:** The message "LOST" appears at the top of the Dangerous List when no AIS signal is received from the selected target.
- Note 2: The CPA and TCPA are automatically updated, however the order of targets is not updated after the dangerous list is initially displayed. To re-order the list (in CPA order), press ◄.

## 1.7.4 Own ship's static data

The OWN STATIC DATA display shows, on five pages, own ship's static data, which includes MMSI, call sign and name, IMO number, type of ship and location of position fixing antenna. This data should be checked once per voyage or once per month whichever is shorter. Data may be changed only on the authority of the master.

- 1. At the plotter display, press the **DISP** key twice to show "OWN STATIC DATA". See the next page.
- Use the CursorPad to view other own static data; ▼ or ► to go forward, ▲ or ◄ to go back.

See the illustration on the next page for own ship's static data examples.



OWN STATIC DATA displays

## 1.7.5 Own dynamic data display

The OWN DYNAMIC DATA display shows your ship's dynamic data, which includes time, date, ship's position, course over ground (COG), speed over ground (SOG), rate of turn (ROT), and heading.

The OOW should periodically check position, speed over ground and sensor information.

At the plotter display, press the **DISP** key three times to show the OWN DYNAMIC DATA display.



## 1.7.6 Alarm status display

The alarm status display shows the date and time alarms were violated. For further details, see paragraph 2.5.

## 1.8 Messages

You may send and receive messages via the VHF link, to a specified destination (MMSI) or all ships in the area. Messages can be sent to warn of safety of navigation; for example, an iceberg sighted. Routine messages are also permitted.

Short safety-related messages are only an additional means to broadcast safety information. They do not remove the requirements of the GMDSS.

When a message is received, the equipment beeps and the indication "MESSAGE" appears. The contents of the message may be viewed on the receive message log.

## 1.8.1 Sending a message

key.

- 1. Press the **MENU** key to open the main menu.
- Use ▼ or ▲ to choose MSG and then press the ENT key.

3. CREATE MSG is selected; press the ENT



#### MSG sub-menu

[CREATE MSG] SET MSG TYPE SET MSG SEND MSG

4. SET MSG TYPE is selected; press the **ENT** key.

CREATE MSG sub-menu



SET MSG TYPE sub-menu

5. ADRS TYPE is selected; press the ENT key.



- Choose ADRS CAST to send a message to a specific AIS-equipped ship, or BROAD CAST to send a message to all AIS-equipped ships within broadcasting range. Press the ENT key.
- For BROAD CAST, go to step 8. For ADRS CAST, "MMSI" is selected; press the ENT key, use the CursorPad to enter MMSI number of the vessel which you want to receive the message, and then press the ENT key.
- 8. MSG TYPE is chosen; press the ENT key.



- Choose message type: NORMAL (message other than safety) or SAFETY (important navigational or meteorological warning). Press the ENT key.
- 10. CHANNEL is chosen; press the ENT key.



- 11. Choose which channel to transmit your message over.
- 12. Press the ENT key.
- 13. Press the **MENU** key to return to the CREATE MSG sub-menu.
- 14. Choose SET MSG and press the ENT key.

[SET MSG]	*: Number of characters available with each message type is as follows:
_	NORMAL message with BROAD-CAST : 156 characters NORMAL message with ADDRESS-CAST : 151 characters SAFETY message with BROAD-CAST : 161 characters SAFETY message with ADDRESS-CAST : 156 characters
 01(151)* [DIM]HOLD:CLEAR	

- Number of characters used/available

SET MSG screen

- 15. Use the **CursorPad** to enter your message. Use ▼ or ▲ to choose character; ◄ or ► to shift the cursor.
- 16. Press the **ENT** key to return to the CREATE MSG sub-menu.
- 17. Choose SEND MSG and then press the **ENT** key, and the prompt shown right appears.
- Press ◄ to choose YES and then press the ENT key to send your message.



The screen shows message status as follows:

#### AIS message status messages and their meanings

Message	Meaning
NOW SENDING.	Message is being sent.
SEND MESSAGE COMPLETE.	Transmission of message completed. (MMSI is
PRESS ANY KEY	additionally shown in case of addressed message.)
SEND MESSAGE UNSUCCESSFUL.	Message could not be sent.
PRESS ANY KEY	
SEND MESSAGE UNSUCCESSFUL.	Message sent successfully, however there is no reply
MMSI: XXXXXXXX	from receiver of message.
PRESS ANY KEY	
NOW WAITING RESPONSE.	You tried to send a message while the transponder is
PRESS ANY KEY	awaiting receive confirmation (successful or
	unsuccessful) for the first-sent message. After
	confirmation is received, the next sequential message
	will be sent.

## 1.8.2 Receiving messages

### How to view a received message

When a message is received, the window below appears on the display. To view the contents of the message follow the procedure below.

MESSAGE ! PRESS ANY KEY

#### Message received window

- 1. Press any key to erase the "message received" window.
- 2. Press the **MENU** key to show the main menu.
- 3. Choose MSG and then press the ENT key.
- 4. Choose RX LOG and then press the **ENT** key.

Date and time → message received ("NEW" displayed for unread message)	[RX LOG] 03/MAY 13:25 NEW FR : 431099111 N-ABM 28/MAR 03:43 FR: 431099111 S-ABM 22/MAR 18:00 FR: 431099111 N-ABM	<ul> <li>MMSI of sender, type of message</li> <li>N-ABM: Normal, addressed binary</li> <li>S-ABM: Safety, addressed binary</li> <li>N-BBM: Normal, broadcast binary</li> <li>S-BBM: Safety, broadcast binary</li> </ul>
	1/3[▼] MSG[ENT] QUIT[MENU]	

Received message log

5. To view the contents of an unread message, use the **CursorPad** to choose the message and then press the **ENT** key. Below is an example of a received message.

[RX LOG] I HAVE CHANGED MY COURSE TO 350 DEGREE.
QUIT[MENU]

Received message example

6. Press the **DISP** key to close the log.

### Displaying received messages in a window

You may display incoming messages in a window as follows:

- 1. Press the **MENU** key to open the menu.
- 2. Use the **CursorPad** to choose USER SETTINGS and then press the **ENT** key.

[USER SETTI	NGS]
KEY BEEP	ON
ALARM BUZZ	ER : ON
DISP RCVD M	ISG : ALL
RCVD MSG B	UZZ: ON
LR MODE	: AUTO
CPA/TCPA AL	.ARM
	QUIT[MENU]

USER SETTINGS sub-menu

3. Use the **CursorPad** to choose DISP RCVD MSG and then press the **ENT** key.



4. Use the **CursorPad** to choose which category of receive message you want to display automatically and then press the **ENT** key.

ALL: Display any message upon receipt

- ABM: Display only addressed binary messages upon their receipt
- OFF: Disable automatic displaying of incoming messages
- 5. Press the **DISP** key to close the menu.

## 1.8.3 Message logs

The FA-150 stores the latest 20 each of transmitted and received messages in respective message logs. When a log becomes full, the oldest message in the log is automatically deleted to make room for the latest.

To display a message log, do the following:

- 1. Press the **MENU** key to open the menu.
- 2. Choose MSG and then press the ENT key.
- 3. Choose TX LOG or RX LOG as appropriate and then press the **ENT** key. Below is an example of the Tx log. For the appearance of the Rx log, see paragraph 1.8.2.



TX message log

 To view the contents of a message, choose it with ▼ or ▲ and then press the ENT key. Below is an example of a transmitted message. For an example of a received message, see paragraph 1.8.2.

[TX LOG] CHANGE YOUR COURSE TO 350 DEGREE.	
QUIT[MENU]	

Transmitted message example

5. Press the **DISP** key to close the log.
# 1.9 Regional Operating Channels

AIS operates primarily on two dedicated VHF channels, CH 2087 and CH2088. Where these channels are not available regionally, the AIS is capable of being automatically switched to designated alternate channels by means of a message from a shore facility. Where no shore based AIS or GMDSS sea area A1 station is in place, the AIS should be switched manually as in paragraph 1.9.2.

A regional operating area is set with the procedure shown below. The most recent eight areas are memorized.

- Automatic setting of VHF DSC (channel 70) from shore-based AIS
- Automatic setting by AIS message from shore-based AIS
- Setting by shipboard system such as ECDIS
- Manual setting

The default area is as follows:

- Tx power: 12.5 W
- Channel no. 2087, 2088
- Frequency bandwidth: 25 kHz
- Tx/Rx mode: Tx/Rx

# 1.9.1 Viewing channels, Tx power

Do the following to view current channels.

- 1. Press the **MENU** key to open the menu.
- 2. Choose CHANNEL SETTINGS and then press the ENT key.



CHANNEL SETTINGS menu

3. Choose VIEW CHANNEL and then press the ENT key.



VIEW CHANNEL display

4. Press the **DISP** key to close the display.

# 1.9.2 Displaying, editing regional operating area status

You may display the status of regional operating areas currently memorized in the equipment. Nine of any combination of AIS message from shore-based AIS, DSC message, manual settings and commands from ECDIS or a PC may be registered and one will be HIGH SEA.

#### About registering areas

- AIS and DSC messages registered within last two hours cannot be edited.
- An item labeled HIGH SEA cannot be registered. ("HIGH SEA" are data used for international waters not controlled by shore-based AIS.)
- If two areas overlap one another the older data is deleted.
- Data older than five weeks is deleted.
- Area data is deleted when it is more than 500 miles from the area for which it was registered.
- 1. Press the **MENU** key to open the menu.
- 2. Choose CHANNEL SETTINGS and then press the ENT key.
- 3. Choose EDIT CHANNEL and then press the ENT key.

[EDIT CHANNEL] SELECT NO. : 0 TIME
/::
FROM
MMSI:
TYPE: MANUAL
QUIT [MENU] EDIT[ENT]

EDIT CHANNEL sub-menu, page 1

- SELECT NO.: File number, 0-9. In order of distance from own ship, from closest to furthest.
- TIME: Data and time equipment controlled by external source.
- MMSI: MMSI displayed for control by DSC or shore-based AIS. Dashes or "EMPTY" (no data) otherwise.
- TYPE: How channel is controlled: AIS, AIS message; HIGH SEA (for reference setting) PI, ECDIS or PC; DSC, DSC, MANUAL, manual control

**Note:** MMSI and TYPE must be set to other than "HIGH SEA" to edit.

4. Use  $\checkmark$  or  $\blacktriangle$  to choose desired file number from SELECT NO.

5. Press the **ENT** key to show details.

[EDIT CHANNEL] 1/2				
FROM MI	MSI:			
POWER :	12.5W			
CH NO.	CH-A: 2087	7		
	CH-B: 2088	8		
MODE	CH-A: TX/I	RX		
	CH-B: TX/F	RX		
ZONE:	1nm			

EDIT CHANNEL sub-menu, page 1

6. POWER is selected; press the **ENT** key to show the channel power options.



- 7. Use  $\checkmark$  or  $\blacktriangle$  to choose power desired and then press the **ENT** key.
- 8. CH NO. CH-A is selected; press the ENT key.
- 9. Use the **CursorPad** to choose channel number for CH-A and then press the **ENT** key.
- 10. CH NO. CH-B is selected; press the ENT key.
- 11. Use the **CursorPad** to choose channel number for CH-B and then press the **ENT** key.
- 12. MODE CH-A is selected; press the ENT key.



13. Use the **CursorPad** to choose desired mode for CH-A and then press the **ENT** key.

Mode	1	2	3	4	5	6
CH-A	TX/RX	TX/RX	RX	RX	RX	UNUSED
CH-B	TX/RX	RX	TX/RX	RX	UNUSED	RX

- **Note:** If a combination other than shown above is chosen, the message "ILLEGAL MODE WAS SELECTED PRESS ANY KEY." appears.
- 14. MODE CH-B is selected; press the **ENT** key.
- 15. Use the **CursorPad** to choose desired mode for CH-B and then press the **ENT** key.
- 16. ZONE is selected; press the ENT key.
- 17. Key in the zone distance and then press the **ENT** key. (The setting range is 1 to 8 (nm)).
- 18. Use ▼ or ▲ to show page 2 of the [EDIT CHANNEL] sub menu.



EDIT CHANNEL sub-menu, page 2

- 19. LAT of RIGHT TOP is selected; press the **ENT** key. Use the **CursorPad** to enter latitude for the right-top position (northeast point) of the AIS operating area and then press the **ENT** key.
- 20. LON of RIGHT TOP is selected; press the **ENT** key. Use the **CursorPad** to enter longitude for the right-top position (northeast point) of the AIS operating area and then press the **ENT** key.
- 21. LAT of LEFT BOTTOM is selected; press the **ENT** key. Use the **CursorPad** to enter latitude for the left-bottom position (southwest point) of the AIS operating area and then press the **ENT** key.
- 22. LON of LEFT BOTTOM is selected; press the **ENT** key. Use the **CursorPad** to enter longitude for the left-bottom position (southeast point) of the AIS operating area and then press the **ENT** key.
  - **Note:** The available range is 20-200 nm. If the area contains overlapping data the older data will be erased.



Description of RIGHT-TOP, LEFT-BOTTOM and ZONE items

23. Press the **MENU** key. The prompt shown below appears.



- 24. Press ◀ to choose YES and then press the **ENT** key. 25. Press the **DISP** key to close the menu.
- **Note:** If you enter invalid data, the message "OUT OF RANGE!: OO" appears. Press any key to escape. Reenter data.

# 1.10 Enabling/Disabling Buzzers, Key Beep

You may turn on or off the buzzers that sound for alarms or incoming messages. Further, you may turn off the beep which sounds for valid key input. Note that the alarm buzzer is not related to a radar or ECDIS alarm.

- 1. Press the **MENU** key to open the menu.
- Use the CursorPad to choose USER SETTINGS and then press the ENT key.



USER SETTINGS sub-menu

- 3. Use the **CursorPad** to choose KEY BEEP, ALARM BUZZER or RCVD MSG BUZZ as appropriate and then press the **ENT** key.
- 4. Choose ON or OFF as appropriate and then press the ENT key.
- 5. Press the **DISP** key to close the menu.

# 1.11 Long Range Mode

The long range mode sets how to reply to a request for own ship data from a distant station, for example, Inmarsat C station. You may reply automatically or manually.

- 1. Press the **MENU** key to open the menu.
- 2. Use the **CursorPad** to choose USER SETTINGS and then press the **ENT** key.



USER SETTINGS sub-menu

3. Use the CursorPad to choose LR MODE and then press the ENT key.



- 4. Use the **CursorPad** to choose AUTO (auto reply) or MANUAL (manual reply) as appropriate and then press the **ENT** key.
- 5. Press the **DISP** key to close the menu.

#### Manual reply

For manual reply, the left-side message below appears when a request for own ship data arrives from a distant station. Press the **ENT** key to send the data, or press any key other than **ENT** to send no data. The screen then changes according to your selection.



### Automatic reply

For automatic reply, the right-side message below appears when a request for own ship data arrives from a distant station. Ship's data is automatically transmitted. Press the **ENT** key to erase the message.



#### Codes used in long range messages

Code	Meaning
А	Ship name, call sign, IMO number
В	Date message created
С	Position
E	Course over ground
F	Speed over ground
Ι	Waypoint, ETA
0	Draft
Р	Ship type, Load
U	Ship length, width, type
W	Number of crew

# 1.12 Viewing Initial Settings

The INITIAL SETTINGS menu, which is locked with a password, is where the installer enters ship's MMSI, internal and external antenna positions, ship type and I/O port settings. You can view the settings on this menu as follows.

- 1. Press the **MENU** to open the menu.
- Use the CursorPad to choose INITIAL SETTINGS and then press the ENT key.
- 3. Press the ENT key twice.
- 4. Use the CursorPad to choose item to view and then press the ENT key.



INITIAL SETTINGS menus

## 1. OPERATION

This page intentionally left blank.

# 2. MAINTENANCE, TROUBLESHOOTING

# 

ELECTRICAL SHOCK HAZARD Do not open the equipment.

Only qualified personnel should work inside the equipment.

# 2.1 Maintenance

Regular maintenance is necessary to maintain performance. A monthly maintenance program should be established and should at least include the items listed in the table below.

Item	Check point
Connectors	Check that all connectors on the rear panel of the transponder unit and monitor unit are firmly connected.
Cabling	Check cabling for damage. Replace if damaged.
Ground terminal	Check the ground terminal on the monitor unit and transponder unit for rust. Clean if necessary.
Ground wire	Confirm that the ground wire on the monitor unit and transponder unit is firmly fastened.
Monitor unit, Transponder unit	Dirt and dust should be removed from units with a soft, dry cloth. For the LCD, wipe it carefully to prevent scratching, using tissue paper and an LCD cleaner. To remove dirt or salt deposits, use an LCD cleaner, wiping slowly with tissue paper so as to dissolve the dirt or salt. Change paper frequently so the salt or dirt will not scratch the LCD. Do not use solvents such as thinner, acetone or benzene for cleaning any unit; they can remove paint and marks and deform the equipment.

Maintenance items

# 2.2 Replacement of Fuse, Resetting Breaker

# 2.2.1 Replacement of fuse

The power cable for the monitor unit contains a 3A fuse which protects the equipment from overvoltage, reverse polarity and equipment fault. If the power cannot be turned on, check if the fuse has blown. If it has blown, find the cause before replacing the fuse. If the fuse blows again after replacement, contact your dealer for advice.

Part	Туре		Code No.	
Fuse	FGBO-A	3A	AC125V	000-549-063

Use the proper fuse.
Use of a wrong fuse can cause fire or result in damage to the equipment.

# 2.2.2 Resetting the breaker

If the power cannot be turned on, the BREAKER button on the rear panel of the transponder unit may have activated. The BREAKER button pops out when overvoltage, reverse polarity or equipment fault is detected, to protect the system from damage. If the button pops out, find the reason before pushing it in to restore normal operation.



# 2.3 Troubleshooting

The troubleshooting table below provides common symptoms of trouble and the means to rectify them. If you cannot restore normal operation, do not attempt to check inside the equipment. Refer any repair work to a qualified technician.

Symptom	Remedy
Power	
Cannot turn on the power.	• Check that the power connector is firmly fastened.
	Check the power supply.
Transmitting, receiving me	essages
Cannot transmit or receive.	<ul> <li>Check that the VHF antenna cable is firmly fastened.</li> </ul>
	Check the VHF antenna.
	For TX message, try different TX channel.
	(operating sequence: <b>MENU</b> , MSG, CREATE MSG, SET MSG TYPE, CHANNEL)
Can transmit but message	• On the SET MSG TYPE sub-menu, check that
is sent to wrong party.	ADRS TYPE is selected to ADRS-CAST and
	(Operating sequence: MENU, MSG, CREATE MSC, SET MSC TYDE, ADDS TYDE and MMSI)
	MSG, SET MSG TTPE, ADRS TTPE and MMST)
Position data	
No position data	<ul> <li>Check the GPS antenna for damage.</li> </ul>
	• Check the GPS antenna cable and its connectors.

#### **Troubleshooting**

# 2.4 Diagnostics

The FA-150 provides diagnostic tests to check the monitor unit and transponder unit for proper operation.

### 2.4.1 Monitor unit test

The monitor unit test shows program no., and checks the ROM, RAM, LCD and controls.

- 1. Press the **MENU** key to open the main menu.
- 2. Use the CursorPad to choose DIAGNOSTICS and then press the ENT key.



### DIAGNOSTIC sub-menu

 Use the CursorPad to choose MONITOR TEST and then press the ENT key. The test program automatically proceeds in the sequence shown below.



MONITOR TEST screens

- a) The first screen in the monitor test program sequence shows program no.
- b) After the program no. has been displayed, the message "PUSH KEY" appears, in reverse video. Press each key and arrows on the **CursorPad** one by one. The pressed key or arrow's name appears next to "KEY" if the control is functioning normally.
- c) After the key test is completed, the ROM, RAM and I/O port (special test connector required, otherwise "- -" appears) are checked. If the results of the ROM and RAM check are shown as OK or NG (No Good). If NG appears contact your dealer for advice.
- d) After the items in c) have been checked, the contrast is automatically changed. Check that the contrast changes.
- e) The LCD is checked. All LCD segments turn on for two seconds and then go off for three seconds, and then the screen turns black and then turns white.
- f) The test is repeated.
- 4. To escape from the test, press the **MENU** key three times when PUSH KEY is shown in reverse video.

### 2.4.2 Transponder test

The transponder test consists of two tests: memory test and internal GPS receiver test.

#### Memory test

The memory can be checked for proper operation and the program number displayed as follows:

- 1. Press the **MENU** key to open the main menu.
- 2. Use the **CursorPad** to choose DIAGNOSTICS and then press the **ENT** key.
- 3. Use the **CursorPad** to choose TRANSPONDER TEST and then press the **ENT** key.
- 4. Use the CursorPad to choose MEMORY TEST and then press the ENT key. The program no. is displayed and the ROM and RAM are checked. The results of he ROM and RAM check are shown as OK or NG (No Good). For any NG, contact your dealer for advice.

[MEMORY TEST] PROGRAM NO.
2450018-xx.xx
MAIN ROM : OK
MAIN RAM : OK
SUB RAM : OK

xx.xx: Program Version No. MEMORY TEST display

5. Press the **MENU** key to return to the DIAGNOSTICS sub-menu.

#### Internal GPS test

The internal GPS receiver can be checked for proper operation as follows:

- 1. Press the **MENU** key to open the main menu.
- 2. Use the CursorPad to choose DIAGNOSTICS and then press the ENT key.
- 3. Use the **CursorPad** to choose TRANSPONDER TEST and then press the **ENT** key.
- Use the CursorPad to choose GPS TEST and then press the ENT key to start the test. The program no. and the test results appear as shown below. OK: Normal

NG: (No Good). NG appears along with reason for NG:

DATA BACKUP ERR: Data backup problem GPS COMMUNICATION ERROR: Comm. error with internal GPS receiver PARAMETER BACKUP ERR: Parameter backup problem ROM ERROR RAM ERROR

ANTENNA ERROR



xxxx: Program Version No.

GPS TEST display

5. Press the **MENU** key to return to the DIAGNOSTICS sub-menu..

# 2.4.3 Power on/off history

The PWR ON/OFF HISTORY log shows the date and time of the latest 30 power-ons and power-offs. If the interval between power-off and power-on is less than 15 minutes those times are not shown.

- 1. Press the **MENU** key to open the main menu.
- 2. Use the CursorPad to choose DIAGNOSTICS and the press the ENT key.
- 3. Use the **CursorPad** to choose PWR ON/OFF HISTORY and then press the **ENT** key.



PWR ON/OFF HISTORY log

- 4. Use  $\checkmark$  or  $\blacktriangle$  to scroll the log.
- 5. Press the **MENU** key to return to the DIAGNOSTICS sub-menu.

# 2.4.4 Tx on/off history

The TX ON/OFF HISTORY log shows the date and time of the latest 30 transmissions.

- 1. Press the **MENU** key to open the main menu.
- 2. Use the CursorPad to choose DIAGNOSTICS and the press the ENT key.
- Use the CursorPad to choose TX ON/OFF HISTORY and then press the ENT key.



### TX ON/OFF HISTORY log

- 4. Use  $\mathbf{\nabla}$  or  $\mathbf{A}$  to scroll the log.
- 5. Press the **MENU** key to return to the DIAGNOSTICS sub-menu.

# 2.5 Alarm Status

The alarm status log shows the latest 25 dates and times alarms were violated.

1. At the plotter display, press the **DISP** key four times to show the ALARM STATUS display.

Alarm name, —► date and time	[ALARM EPFS L/L	STATUS] 7/MAY 7/MAY	4:32:16 4:02:01
of alarm	SOG COG HDG	7/MAY 6/MAY 3/MAY	2:34:54 7:09:32 8:00:21
	ROT	19/APR	9:05:22

#### ALARM STATUS display

2. Use  $\checkmark$  or  $\blacktriangle$  to scroll the log.

#### Alarm statuses and their meanings

Alarm Status Indication	Meaning
ТХ	TX malfunction
ANT	Antenna VSWR trouble. Continued operation possible.
CH1	TDMA RX1 Board trouble. TX stopped on corresponding TX channel.
CH2	TDMA RX2 Board trouble. TX stopped on corresponding TX channel.
CH70	DSC RX Board trouble, transmission stopped on CH70.
COG	Invalid COG data
EPFS	No data from external navigator. Continued operation possible.
FAIL	General system failure
HDG	Invalid/nonexistent HDG data
L/L	No L/L data
MKD	Minimum input device failure
ROT	Invalid ROT data
SOG	Invalid SOG data

# 2.6 Error Messages

The FA-150 displays the following error messages to alert you to invalid data, etc.

Message	Meaning
CAN'T DISPLAY INVALID DATA	Invalid own ship position.
CAN'T DISPLAY OVER LAT85°	Own ship's latitude is higher than 85°.
COLLISION ALARM	AIS target within set CPA/TCPA range.
COMMUNICATION ERROR	No communication with transponder.
ERROR REGIST	In channel editing, you entered MSG22 or DSC data whose sea areas overlap one another.
GPS COMMUNICATION ERROR	Communication error with internal GPS, shown at internal GPS self test.
ILLEGAL MODE WAS SELECTED. PRESS ANY KEY.	Invalid combination of channels is chosen for editing.
NO MESSAGE	No TX message when you attempted to send a message.
NO SEL	Attempted to see detailed data for a target which has no data.
OUT OF RANGE!: CH-A:IT	Invalid CH-NO. A entered on the CHANNEL EDIT
DOESN'T EXIST	sub-menu.
OUT OF RANGE!: CH-B:IT	Invalid CH-NO. B entered on the CHANNEL EDIT
DOESN'T EXIST	sub-menu.
OUT OF RANGE!: CPA:0-6.00	Invalid CPA range entered.
OUT OF RANGE!: CREW:0-8191	Invalid crew no. entered in SET CREW&TYPE.
OUT OF RANGE!: DAY	Invalid day entered in SET DESTINATION.
OUT OF RANGE!: DRAUGHT:0-25.5	Invalid draught entered in SET SHIP DATA.
OUT OF RANGE!: HOUR:0-23	Invalid hour entered in SET DESTINATION.
OUT OF RANGE!: MINUTE:0-59	Invalid minute entered in SET DESTINATION.
OUT OF RANGE!: TCPA:1-60	Invalid TCPA entered.
OUT OF RANGE!: YEAR	Invalid year entered in SET DESTINATION.
OUT OF RANGE!: ZONE:1-8	Invalid ZONE entered on the CHANNEL EDIT sub-menu.
SEND MESSAGE UNSUCCESSFUL	Message could not be sent.
TRANSPONDER WAS REBOOTED	Transponder was rebooted.

### Error messages and their meanings

Note: Detection of RX malfunction

#### 1) Detection of TDMA RX malfunction

Frequency error

PLL chip on receiver board generates lock or unlock signal for synthesizer.

MPU watches and sets status flag which reflects data of ALR sentence. ID 003 for RX1, ID 004 for RX2

#### 2) Detection of DSC RX malfunction

General error

DSC Error (ID: 005) will happen in case of DSC MPU could not receive format specifier of the data from DSC amplifier unless RSSI exists more than 90 seconds.

# 2.7 GPS Monitor

The GPS monitor display shows information about the built-in GPS receiver, including position, speed over ground, course over ground, date, time, mode position accuracy, position-fixing status and RAIM status.

- 1. Press the **MENU** key to open the menu.
- 2. Use the **CursorPad** to choose INTERNAL GPS and then press the **ENT** key.



\*RAIM: Technique whereby the GPS receiver verifies the integrity of the signals received from the GPS constellation.

#### Internal GPS monitor

3. Press the **DISP** key to close the display.

# 2.8 Displaying Sensor Status

The SENSOR STATUS screen shows sensor status.

- 1. Press the **MENU** key.
- 2. Use the **CursorPad** to choose SENSOR STATUS and then press the **ENT** key.



#### SENSOR STATUS screen

3. Press the **DISP** key to close the display.

#### Sensor status messages and their meanings

Sensor Status Message	Meaning		
UTC CLOCK LOST	Internal position fix lost		
EXTRL GNSS	Using external GNSS		
EXTRL DGNSS	Using external DGNSS		
INTRL DGNSS BEACON	Using internal DGNSS beacon		
INTRL DGNSS MSG 17	MSG 17 corrects internal GNSS with differential correction		
INTRL DGNSS	Using internal DGNSS		
INTRL GNSS	Using internal GNSS		
EXTRL SOG/COG	Using external SOG/COG		
INTRL SOG/COG	Using internal SOG/COG		
HDT VALID	Heading data normal		
ROT VALID	ROT data normal		
OTHER ROT	Value calculated from HDT, or ROT device used and talker is other than T1		
CH MANAGEMENT	Channel changed (displayed about 30 s)		

# 2.9 Restoring Default Settings

You may clear all or specific settings to start afresh with default settings. When all data is cleared, the default settings for all items in the INIT SETTING and SYSTEM SETTINGS sub-menus are restored. GPS data is also cleared; however, MMSI and IMO numbers, ship's name and call sign are not cleared.

- 1. Press the **MENU** key to open the menu.
- 2. Use the **CursorPad** to choose DIAGNOSTICS and then press the **ENT** key.
- Use the CursorPad to choose MEMORY CLEAR and then press the ENT key.



MEMORY CLEAR sub-menu

4. Use the **CursorPad** to choose MONITOR CLEAR, SET USER DEFAULT or GPS COLD START as appropriate and then press the **ENT** key.

MONITOR CLEAR: Restore default settings for dimmer, contrast CPA/TCPA, key beep, audible alarm, and received message alarm.

USER DEFAULT: Clears all user settings except MMSI No., IMO No., ship's name and call sign.

GPS COLD START: Clears GPS Almanac to receive latest Almanac.



Confirmation screens for memory clear

5. Press  $\triangleleft$  to choose YES and then press the **ENT** key.

For MONITOR CLEAR and USER DEFAULT, a beep sounds and then the equipment restarts.

# APPENDIX

# Menu Tree

The example screens shown in this manual may not match the screens you see on your display. The screen you see depends on your system configuration and equipment settings. [MENU] key

	EATE MSG	T MSG TYPE - ADF T MSG - MMS ND MSG - MSC - CHA	RS TYPE ( <b>BROAD CAST</b> , ADRS CAST) SI G TYPE (NORMAL, <b>SAFETY</b> ) NNNEL ( <b>ALTERNATE</b> , BOTH A & B, A, B)
I SENSOR STAT	US (Display sensor stat	tus.)	
 INTERNAL GPS	S (Displays data about i	nternal GPS receiver.)	
	IGS KEY BEEP ALARM BU DISP RCVI RCVD MSG LR MODE ( CPA/TCPA	( <b>ON</b> , OFF) ZZER ( <b>ON</b> , OFF) MSG ( <b>ALL</b> , ABM, OFF) BUZZ ( <b>ON</b> , OFF) ( <b>AUTO</b> , MANUAL) ALARM CPA (0.0 ALARM ALARM A	) - 6.00, <i>6.0</i> (nm)) - 60, <i>60</i> (min)) MODE ( <i>ON</i> , OFF) BUZZER ( <i>ON</i> , OFF)
INITIAL	SET MMSI (MMSI, IM	O NO., NAME, C. SIGN)	
_	SET INT ANT POS	A ( <b>0</b> -511 (m)) B ( <b>0</b> -511 (m)) C ( <b>0</b> -63 (m)) D ( <b>0</b> -63 (m)) A ( <b>0</b> -511 (m)) B ( <b>0</b> -511 (m)) C ( <b>0</b> -63 (m)) D ( <b>0</b> -63 (m))	<b>Note:</b> The INITIAL SETTINGS sub menu shown here is the one accessed with a password, which permits changing of settings. If accessed without a password, in which case "SET" in a menu title is replaced with "VIEW" and settings cannot be changed.
	SET SHIP TYPE SET COM PORT	SET COM1 MO SPE SET COM2 MO SPE SET COM3 (Same a SET COM4 MO SPE SET COM5 MO SET COM5 SPE SET COM6 SPE SET COM6 SPE L/L, COG, SOG HDG (Same choice ROT (Same choice	DE ( <i>LONG RANGE</i> , EXT DISPLAY, DISABLE) EED ( <i>IEC61162-1</i> , IEC61162-2) DE ( <i>EXT DISPLAY</i> , DISABLE) EED ( <i>IEC61162-1</i> , IEC61162-2) as SET COM2.) DE ( <i>SENSOR</i> , EXT DISPLAY, DISABLE) EED ( <i>IEC61162-1</i> , IEC61162-2) DE (SENSOR(Fixed) EED ( <i>IEC61162-1</i> , IEC61162-2) DE (SENSOR(Fixed) EED ( <i>IIEC61162-1</i> , IEC61162-2, AD-10) D, MONITOR, SERVICE, BEACON, DISABLE) 9600BPS, 19.2KBPS, <i>38.4KBPS</i> , 57.6KBPS) COM4 ( <i>1</i> , 2, 3) COM5 (1, <i>2</i> , 3) COM6 ( <i>1</i> , 2, <i>3</i> ) s as L/L, COG, SOG) s as L/L, COG, SOG)

(Continued on next page)

#### APPENDIX



# Parts List

This equipment contains complex modules in which fault diagnosis and repair down to component level are not practical (IMO A.694(17)/8.3.1). Only some discrete components are used. FURUNO Electric Co., Ltd. believes identifying these components is of no value for shipboard maintenance; therefore, they are not listed in the manual. Major modules can be located on the parts location photo on page AP-4 and AP-5.

T	1	
Model	FA-150	
Unit	MONITOR UNIT,	
	TRANSPONDER UNIT	
Blk.No.		
LOCATION		
MONITOR UNIT		
TRANSPONDER UNIT		
	TRANSPONDER UNIT	
TRANSPONDER UNIT		
•	Model Unit Blk.No.	

# Parts Location

# Monitor unit



Monitor unit, rear cover opened



# Transponder unit

Transponder unit, top cover removed

#### APPENDIX



Transponder unit, bottom cover removed

# Digital Interface (IEC 61162-1 Edition 2, IEC 61162-2)

# Sentence data

#### Input sentences

ABM, ACA, ACK, AIR, BBM, DTM, GBS, GGA, GLL, GNS, HDT, LRF, LRI, OSD, RMC, ROT, SSD, VBW, VSD, VTG

#### **Output sentences**

ABK, ACA, ACS, ALR, LRF, LR1, LR2, LR3, TXT, VDM, VDO

#### **Transmission interval**

ABK: With each event ACA, ACS: At RX ALR: 30 s during alarm, 2 min normally no alarm LRF, LR1, LR2, LR3: At RX TXT: Each update VDM: At RX VDO: 1 s

#### Load requirements as listener

Isolation:ProvidedInput Impedance:Input Impedance:110 ohms (130K ohms without jumper plug)Max. Voltage:±14 V to GNDisoThreshold:±0.2 V (A-B)

#### **Output drive capability**

*Differential driver output* R=50 ohm 2 v min. R=27 ohm 1.5 V min.

Driver short-circuit current 60 mA min. 150 mA max.

### Data transmission

Data is transmitted in serial asynchronous form in accordance with the standard referenced in 2.1 of IEC 61162-1/2. The first bit is a start bit and is followed by data bits, least-significant-bit as illustrated below.

The following parameters are used: Baud rate: 38.4 Kbps /4800 bps Data bits: 8 (D7 = 0), parity none Stop bits: 1



# Serial interface I/O circuit

### COM1, 2, 3 port

Baud rate selectable from 4800 and 38400 (bps).



#### COM 4, 5 port

Baud rate selectable from 4800 and 38400 (bps).



### COM6 port

Baud rate selectable from 4800 and 38400 (bps).



### **DISP port**

Baud rate selectable from 4800 and 38400 (bps).



# **Sentence description**

#### Input sentences

#### ABM - Addressed binary and safety related message

```
!--ABM,x,x,x,xxxxxxxx,x,x,x.x,s--s,x*hh<CR><LF>
     | +--- 9
     +---- 8
     ||||
                ----- 7
     ||||
                    +-
                | +----- 6
     ----- 5
     +-----
     +
                ----- 4
                  ----- 3
     | | + .
          ----- 2
     +
             .----- 1
    +
```

- 1. Total number of sentences needed to transfer the message, 1 to 9
- 2. Message sentence number, 1 to 9
- 3. Message sequence identifier, 0 to 3
- 4. The MMSI of destination AIS unit for the ITU-R M.1371 message 6 or 12
- 5. AIS channel for broadcast of the radio message
- 6. VDL message number(6 or 12), see ITU-R M.1371
- 7. Encapsulated data
- 8. Number of fill-bits, 0 to 5
- 9. Checksum

### ACA - AIS regional channel assignment message

\$--ACA,x,IIII.I, a,yyyyy.y,a,IIII.I,a,yyyyy.y,a,x,xxxx,x,x,x,x,x,x,x,x,x,x,hhmmss.s\*hh<CR><LF>



- 1. Sequence number, 0 to 9
- 2. Region Northeast corner latitude N/S
- 3. Region Northeast corner longitude E/W
- 4. Region Southwest corner latitude N/S
- 5. Region Southwest corner longitude E/W
- 6. Transition Zone Size
- 7. Channel A
- 8. Channel A bandwidth
- 9. Channel B
- 10. Channel B bandwidth
- 11. Tx/Rx mode control
- 12. Power level control
- 13. Not used
- 14. In-use flag
- 15. Time of in-used change

### ACK - Acknowledge alarm

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

| +----- 2 +----- 1

- 1. Local alarm number(identifier)
- 2. Checksum

### **AIR - AIS interrogation request**



- 1. MMSI of interrogated station 1
- 2. ITU-R M.1371 message requested from station 1
- 3. Message sub-section
- 4. Number of second message requested from station 1
- 5. Message sub-section
- 6. MMSI of interrogated station 2
- 7. Number of message requested from station 2
- 8. Message data sub-section
- 9. Checksum

#### **BBM - UAIS broadcast binary message.**

!--BBM,x,x,x,x,x,x.s--s,x\*hh<CR><LF>



- 1. Total number of sentences needed to transfer the message, 1 to 9
- 2. Message sentence number, 1 to 9
- 3. Sequential Message identifier, 0 to 9
- 4. AIS channel for broadcast of the radio message
- 5. VDL message number(8 or 14), see ITU-R M.1371
- 6. Binary data
- 7. Number of fill-bits, 0 to 5
- 8. Checksum

#### **DTM - Datum reference**



7. Checksum

#### **GBS - GNSS satellite fault detection**

\$--GBS,hhmmss.ss,x.x,x.x,x.x,x.x,x.x,x.x,x.x\*hh<CR><LF>



- 1. Not used
- 2. Expected error in latitude
- 3. Expected error in longitude
- 4. Not used
- 5. Not used
- 6. Not used
- 7. Not used
- 8. Not used
- 9. Checksum

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

\$--GGA,hhmmss.ss,IIII.II,a,yyyyy.yy,a,x,xx,x.x,X.x,M,x.x,M,x.x,Xxxx\*hh<CR><LF>



- 1. Not used
- 2. Latitude, N/S
- 3. Longitude, E/W
- 4. GPS quality indicator
- 5. Not used
- 6. Not used
- 7. Not used
- 8. Not used
- 9. Not used
- 10. Not used
- 11. Checksum

### GLL - Geographic position - latitude/longitude

\$--GLL,IIII.II,a,yyyyy,yy,a,hhmmss.ss,A,a\*hh<CR><LF>



- 1. Latitude, N/S
- 2. Longitude, E/W
- 3. Not used
- 4. Status: A=data valid, V=data invalid
- 5. Mode indicator(see note)
- 6. Checksum

NOTE Positioning system Mode indicator:

- A = Autonomous
- D = Differential
- E = estimated(dead reckoning)
- M = Manual input
- S = Simulator
- N = Data not valid

The Mode indicator field supplements the Status field. The Status field shall be set to V=invalid for all values of Operating Mode except for A=Autonomous and D=Differential. The positioning system Mode indicator and Status field shall not be null fields.

#### **GNS - GNSS fixed data**



- 1. Not used
- 2. Latitude, N/S
- 3. Longitude, E/W
- 4. Mode indicator
- 5. Not used
- 6. Not used
- 7. Not used
- 8. Not used
- 9. Not used
- 10. Not used
- 11. Checksum

#### HDT - Heading - true

\$--HDT,x.x,T\*hh<CR><LF>

| | | | | +----- 2 +----+ ------ 1

- 1. Heading, degrees true
- 2. Checksum

### LRF - Long-range function





- 1. Sequence number, 0 to 9
- 2. MMSI of requestor
- 3. Name of requestor, 1 to 20 characters
- 4. Function request, 1 to 26 characters
- 5. Function reply status
- 6. Checksum

### LRI - Long-range interrogation



- 1. Sequence number, 0 to 9
- 2. Control Flag
- 3. MMSI of requestor
- 4. MMSI of destination
- 5. Latitude N/S(north-east coordinate)
- 6. Longitude E/W(north-east coordinate)
- 7. Latitude N/S(south-west coordinate)
- 8. Longitude E/W(south-west coordinate)
- 9. Checksum

#### OSD - Own ship data





- 1. Heading, degrees true
- 2. Heading status: A=data valid, V=data invalid
- 3. Vessel course, degrees true
- 4. Course reference, B/M/W/R/P(see note)
- 5. Vessel speed
- 6. Speed reference, B/M/W/R/P(see note)
- 7. Not used
- 8. Not used
- 9. Speed units, K(km/h) / N(Knots) / S(statute miles/h)
- 10. Checksum

NOTES - Reference systems(speed/course):

- B = bottom tracking log
- M = manually entered
- W = water referenced
- R = radar tracking(of fixed target)
- P = positioning system ground reference

# RMC - Recommended minimum specific GPS/TRANSIT data

\$--RMC,hhmmss.ss,A,IIII.II,a,yyyyy.yy,a,x.x,x.x,xxxxxxx,x.x,a,a\*hh<CR><LF>



- 1. UTC of position fix
- 2. Status: A=data valid, V=navigation receiver warning
- 3. Latitude, N/S
- 4. Longitude, E/W
- 5. Speed over ground, knots
- 6. Course over ground, degrees true
- 7. Date: dd/mm/yy
- 8. Not used
- 9. Not used
- 10. Checksum

NOTE Positioning system Mode indicator:

- A = Autonomous
- D = Differential
- E = estimated(dead reckoning)
- M = Manual input
- S = Simulator
- N = Data not valid

The Mode indicator field supplements the Status field. The Status field shall be set to V=invalid for all values of Operating Mode except for A=Autonomous and D=Differential. The positioning system Mode indicator and Status field shall not be null fields.

### **ROT - Rate of turn**

\$--ROT,x.x,A\*hh<CR><LF>

| | | | | +--- 3 | +---- 2 +----- 1

- 1. Rate of turn, deg/min, "-"=bow turns to port
- 2. Status: A=data valid, V=data invalid
- 3. Checksum
### SSD - UAIS ship static data



- 1. Ship's Call Sign, 1 to 7 characters
- 2. Ship's Name, 1 to 20 characters
- 3. Pos. ref. point distance, "A," from bow, 0 to 511 Meters
- 4. Pos. ref. point distance, "B," from stern, 0 to 511 Meters
- 5. Pos. ref. point distance, "C," from port beam, 0 to 63 Meters
- 6. Pos. ref. point distance, "D," from starboard beam, 0 to 63 Meters
- 7. DTE indicator flag
- 8. Not used
- 9. Checksum

### VBW - Dual ground/water speed

```
$--VBW,x.x,x.x,A,x.x,A,x.x,A,x.x,A*hh<CR><LF>
```



- 1. Not used
- 2. Not used
- 3. Not used
- 4. Longitudinal ground speed, knots
- 5. Transverse ground speed, knots
- 6. Status: ground speed, A=data valid V=data invalid
- 7. Not used
- 8. Not used
- 9. Not used
- 10. Not used
- 11. Checksum

### VSD - UAIS voyage static data





- 1. Type of ship and cargo category, 0 to 255
- 2. Maximum present static draught, 0 to 25.5 Meters
- 3. Persons on-board, 0 to 8191
- 4. Destination, 1-20 characters
- 5. Estimated UTC of arrival at destination
- 6. Estimated day of arrival at destination, 00 to 31(UTC)
- 7. Estimated month of arrival at destination, 00 to 12(UTC)
- 8. Navigational status, 0 to 15
- 9. Regional application flags, 0 to 15
- 10. Checksum

### VTG - Course over ground and ground speed

\$--VTG,x.x,T,x.x,M,x.x,N,x.x,K,a\*hh<CR><LF>



- 1. Course over ground, degrees true
- 2. Not used
- 3. Speed over ground, knots
- 4. Speed over ground, km/h
- 5. Mode indicator(see note)
- 6. Checksum

NOTE Positioning system Mode indicator:

- A = Autonomous
- D = Differential
- E = estimated(dead reckoning)
- M = Manual input
- S = Simulator
- N = Data not valid

The positioning system Mode indicator field shall not be a null field.

### **Output sentences**

### ABK - UAIS addressed and binary broadcast acknowledgement





- 1. MMSI of the addressed AIS unit
- 2. AIS channel of reception
- 3. Message type
- 4. Message sequence number
- 5. Type of acknowledgement
- 6. Checksum

ACA - See "Input sentences."

### ACS - Channel management information source

\$--ACS,x,xxxxxxx,hhmmss.ss,xx,xx,xxx\*hh<CR><LF>



- 1. Sequence number, 0 to 9
- 2. MMSI of originator
- 3. UTC at receipt of regional operating settings
- 4. UTC day, 01- to 31
- 5. UTC month, 01 to 12
- 6. UTC year

### ALR - Set alarm state



- 1. Time of alarm condition change, UTC
- 2. Local alarm number(identifier)
- 3. Alarm condition(A=threshold exceeded, V=not exceeded)
- 4. Alarm's acknowledge state, A=acknowledged V=unacknowledged
- 5. Alarm's description text
- 6. Checksum

LRF - See "Input sentences."

### LR1 - Long-range reply with destination for function request "A"



- 5. Call Sign, 1 to 7 characters
- 6. IMO Number, 9-digit number
- 7. Checksum



\$--LR2,x,xxxxxxxxxxxxxxxxx,hhmmss.ss,IIII.II,a,yyyyy.yy,a,x.x,T,x.x,N\*hh<CR><LF>



- 1. Sequence Number
- 2. MMSI of responder
- 3. Date: ddmmyyyy
- 4. UTC of Position
- 5. Latitude N/S
- 6. Longitude E/W
- 7. Course over ground, degrees True
- 8. Speed over ground, Knots
- 9. Checksum

### LR3 - Long-range reply for function requests "I, O, P, U and W"



- 1. Sequence Number
- 2. MMSI of responder
- 3. Voyage destination, 1 to 20 characters
- 4. ETA Date: ddmmyy
- 5. ETA Time
- 6. Draught
- 7. Ship/cargo(ITU-R M.1371, Table 18)
- 8. Ship length
- 9. Ship breadth
- 10. Ship type(ITUR-R M.1371, Table 18)
- 11. Persons, 0 to 8191
- 12. Checksum

### **TXT - Text transmission**

\$--TXT,xx,xx,c--c\*hh<CR><LF>



- 1. Total number of message, 01 to 99
- 2. Message number, 01 to 99
- 3. Text identifier
- 4. Text Message
- 5. Checksum

### VDM - VHF data-link message

!--VDM,x,x,x,a,s--s,x\*hh<CR><LF>

- 1. Total number of sentences needed to transfer the message, 1 to 9
- 2. Message sentence number, 1 to 9
- 3. Sequential message identifier, 0 to 9
- 4. AIS channel
- 5. Encapsulated ITU-R M.1371 radio message
- 6. Number of fill-bits, 0 to 5
- 7. Checksum

### VDO - UAIS VHF data-link own-vessel report

!--VDO,x,x,x,a,s--s,x\*hh<CR><LF>



- 1. Total number of sentences needed to transfer the message, 1 to 9
- 2. Message sentence number, 1 to 9
- 3. Sequential message identifier, 0 to 9
- 4. AIS channel
- 5. Encapsulated ITU-R M.1371 radio message
- 6. Number of fill-bits, 0 to 5
- 7. Checksum

FREQUENCY	160.6375	160.6875	160.7375	160.7875	160.8375	160.8875	160.9375												161.5375	161.5875	161.6375	161.6875	161.7375	161.7875	161.8375	161.8875	161.9375	161.9875		
Ch No.	2260	2261	2262	2263	2264	2265	2266												2278	2279	2280	2281	2282	2283	2284	2285	2286	2287		
FREQUENCY	160.6625	160.7125	160.7625	160.8125	160.8625	160.9125	160.9625											161.5125	161.5625	161.6125	161.6625	161.7125	161.7625	161.8125	161.8625	161.9125	161.9625	162.0125		
Ch No.	2201	2202	2203	2204	2205	2206	2207											2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228		
FREQUENCY	160.6250	160.6750	160.7250	160.7750	160.8250	160.8750	160.9250												161.5250	161.5750	161.6250	161.6750	161.7250	161.7750	161.8250	161.8750	161.9250	161.9750	162.0250	
Ch No.	2060	2061	2062	2063	2064	2065	2066												2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	
FREQUENCY	160.6500	160.7000	160.7500	160.8000	160.8500		160.9500											161.5000	161.5500	161.6000	161.6500	161.7000	161.7500	161.8000	161.8500	161.9000	161.9500	162.0000		
Ch No.	2001	2002	2003	2004	2005		2007											2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028		
FREQUENCY	156.0375	156.0875	156.1375	156.1875	156.2375	156.2875	156.3375	156.3875	156.4375	156.4875	156.5375	156.5875	156.6375	156.6875	156.7375	156.7875	156.8375	156.8875	156.9375	156.9875	157.0375	157.0875	157.1375	157.1875	157.2375	157.2875	157.3375	157.3875		
Ch No.	1260	1261	1262	1263	1264	1265	1266	267	268	269	270	271	272	273	274	275	276	277	1278	1279	1280	1281	1282	1283	1284	1285	1286	1287		
FREQUENCY	156.0625	156.1125	156.1625	156.2125	156.2625	156.3125	156.3625	156.4125	156.4625	156.5125	156.5625	156.6125	156.6625	156.7125	156.7625	156.8125	156.8625	156.9125	156.9625	157.0125	157.0625	157.1125	157.1625	157.2125	157.2625	157.3125	157.3625	157.4125		
Ch No.	1201	1202	1203	1204	1205	1206	1207	208	209	210	211	212	213	214	215	216	217	1218	1219	1220	1221	1222	1223	1224	1225	1226	1227	1228		
FREQUENCY	156.0250	156.0750	156.1250	156.1750	156.2250	156.2750	156.3250	156.3750	156.4250	156.4750	156.5250	156.5750	156.6250	156.6750	156.7250	156.7750	156.8250	156.8750	156.9250	156.9750	157.0250	157.0750	157.1250	157.1750	157.2250	157.2750	157.3250	157.3750	157.4250	
Ch No.	1060	1061	1062	1063	1064	1065	1066	67	68	69	70	71	72	73	74	75	76	77	1078	1079	1080	1081	1082	1083	1084	1085	1086	1087	1088	
FREQUENCY	156.0500	156.1000	156.1500	156.2000	156.2500	156.3000	156.3500	156.4000	156.4500	156.5000	156.5500	156.6000	156.6500	156.7000	156.7500	156.8000	156.8500	156.9000	156.9500	157.0000	157.0500	157.1000	157.1500	157.2000	157.2500	157.3000	157.3500	157.4000		
Ch No.	1001	1002	1003	1004	1005	9	1007	8	6	10	11	12	13	14	15	16	17	1018	1019	1020	1021	1022	1023	1024	1025	1026	1027	1028		

# VHF Channel List (International Mode)

**VHF Channel List** 

### FURUNO

### **SPECIFICATIONS OF THE UAIS TRANSPONDER FA-150**

### 1. TRANSPONDER UNIT

1.1	TX/RX Frequency	156.025 MHz to 162.025 MHz

- 1.2 Output Power 1W/ 2 W/ 12.5 W within ±1.5 db, selectable
- 1.3 Impedance 50 ohms
- 1.4 DSC Receiver CH70 fixed, 156.525 MHz, G2B, 1200 bps
- 1.5 Bandwidth 25 kHz/ 12.5 kHz

### 2. MONITOR UNIT

- 2.1 Display 3.5-inch, monochrome LCD,
- 2.2 Display Size 60 (H) x 95 (W) mm,
- 2.3 No. of Dots 120 x 64 dots

### 3. GPS RECEIVER

- 3.1 Receiving Channels 12 channels parallel, 12 satellites tracking
- 3.2 Rx Frequency/ Rx Code 1575.42 MHz, C/A code
- 3.3 Position Fixing System All in view, 8-state Kalman filter
- 3.4 Position Accuracy Approx. 10 m, 95% of the time,  $(HDOP \le 4)$ DGPS: approx. less than 5 m, 95% of the time
- 3.5 Tracking Velocity 900 kts
- 3.6 Position-fixing Time Warm start: 36 seconds, Cold start: 43 seconds
- 3.7 Position Update Interval 1 second
- 3.8 DGPS Data Receiving RTCM SC-104 Ver 2.1 formatted

### 4. INTERFACES

4.1 COM1 – COM4 IEC 61162-1(2000-07)/61162-2(1998-09)

Input: VSD, SSD, ABM, BBM, ACA, ACK, AIR, DTM, GBS, GGA, GLL, GNS, HDT, LRF, LRI, OSD, RMC, ROT, VBW, VTG

Output: VDM, VDO, ABK, ACA, ALR, TXT, LR1, LR2, LR3, LRF, LRI

- **Note:** COM4 also functions as SENSOR input.
- 4.2 SENSOR (input) IEC 61162-1(2000-07)/61162-2(1998-09)
- 4.3 COM4 6 (input) DTM, GNS, GLL, GGA, RMC, VBW, VTG, OSD, HDT, GBS, ROT
- 4.4 External Beacon RS-232C (PC)
- 4.5 PC RS-232C
- 4.6 Alarm Output Contact closure
- 4.7 AD-10 AD-10 format (FURUNO gyro format)

### FURUNO

### 5. POWER SUPPLY

- 5.1 Monitor Unit 12-24 VDC: 0.3 0.15 A
- 5.2 Transponder Unit 12-24 VDC: 7 3.5 A
- 5.3 AC/DC Power Supply Unit PR-240 (option) 100-115/200-230 VAC, 1 phase, 50/60 Hz

### 6. ENVIRONMENTAL CONDITION

6.1 Ambient Temperature

- GPS Antenna Unit: -25°C to +70°C
- Other Units: -15°C to +55°C
- 6.2 Relative Humidity 95% at 40°C
- 6.3 Waterproofing (IEC 60529) Antenna Unit: IPX6 Other Units: IPX0
- 6.4 Vibration (IEC 60945 ed.4)

From 2 Hz-5 Hz to 13.2 Hz: Amplitude  $\pm 1 \text{ mm} \pm 10\%$ 

(Max. velocity at 13.2Hz: 7m/s<sup>2</sup>)

### 7. COATING COLOR

- 7.1 GPS Antenna Unit: N9.5
- 7.2 Other Units: 2.5GY5/1.5

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			Pub NO. DOC-745					
	Declaration of	of conformity	0735					
We	FURUNO ELECTRIC CO	., LTD.						
		(Manufacturer)						
9-52 Ashihai	a-Cho, Nishinomiya City, 662-8	3580, Hyogo, Japan						
		(Address)						
hereby decla	are under our sole responsibilit	y that the product						
Automatic Identification System type FA-150 consisting of AIS transponder unit FA-1501, Minimum keyboard & display (MKD) unit FA-1502, GPS antenna GSC-001 or GPA-017S, VHF antenna FAB-151D or 150M-W2VN; Optional components: GPS/VHF combined antenna GVA-100/DB1 and AC/DC power supply unit PR-240								
	(M	lodel names, type numbers)						
to which this	declaration relates conforms to	o the following standard(s) or normativ	ve document(s)					
IMO Resolut ITU-R Recor IALA Techni IEC 61993-2 IEC 61108-1	IMO Resolution MSC.74(69) Annex 3 ITU-R Recommendations M.1371-1 (Class A), M.825-3, M.1084-3 IALA Technical Clarification of Recommendation ITU-R M.1371-1 (Edition 1.4) IEC 61993-2: 2001-12, IEC 61162-1: 2000-07, IEC 61162-2: 1998-09, IEC 60945: 2002-08, IEC 61108-1: 2003-07							
	(title and/or number and date of	issue of the standard(s) or other normati	ve document(s))					
For assessm	For assessment, see:							
EC type e     Federal N	xamination (Module B) certifica laritime and Hydrographic Ager	ate No. 734.2/0068/2004 of 20 Dece acy, the Federal Republic of Germany	mber 2004 issued by y					
<ul> <li>EC Quality January 2</li> </ul>	y System (Module D) Certificate 005 issued by Federal Maritime	e no. BSH-022-03-1999/4 of 15 June e and Hydrographic Agency, the Fede	e 2004 and its Annex of 05 eral Republic of Germany					
<ul> <li>Test repo Hydrogra</li> </ul>	rt 734.2/0068-1/2004/S3220 phic Agency, the Federal Repu	of 21 October 2004 issued by Federa Iblic of Germany	al Maritime and					
Radio tes	t report 99495430 of 3 August	2004 issued by Telefication, The Ne	etherlands					
Test Rep	ort FLI 12-04-049 of 17 August	t 2004 issued by Furuno Labotech In	ternational Co., Ltd.					
This declara equipment a	tion is issued according to the p as modified by Commission Dire	provisions of European Council Directective 2002/75/EC.	tive 96/98/EC on marine					
	On behalf of Furuno Electric Co., Ltd.							
	A TAMALLE							
Nishinomiya January 13,	City, Japan 2005	Hiroaki Komatsu Manager, International Rules and Regulatio	ons					
(Place and da	te of issue)	(name and signature or equivalent m	arking of authorized person)					