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**SIMRAD**  
A KONGSBERG Company



M A N U A L

# Simrad IS12

Remote Control / Alarm

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# 1 GENERAL

## 1.1 Introduction

The Simrad IS12 System is a flexible modular series of instruments that offer large, clear displays, easy to operate functions and robust, weatherproof construction. Whether as a stand alone instrument, or as part of a networked navigation system, IS12 will offer superb performance.



*Fig 1.1 - IS12 Remote Controller/Alarm*

The IS12 Controller and Alarm enables remote operation of IS12 instruments and is necessary for installations where any instruments are rear mounted. The Controller can be used as a hand held device or dash mounted and is supplied with a holder. All instrument functions are easily accessed, thanks to IS12's intuitive, user friendly control system.

### **Thank you for choosing Simrad.**

If you are pleased with your IS12 system we hope you will be interested in our range of marine electronic equipment, which is manufactured to the same high standards as IS12. Please contact your nearest Simrad Agent for a catalogue showing our increasing range of high tech navigational instruments, GPS, autopilots, Radar, Fishfinders and VHF radio sets.

Simrad operate a policy of continual development and reserve the right to alter and improve the specification of their products without notice.

## 1.2 IS12 Network System

The IS12 system is built around a high speed bus networking system that allows instruments to be easily interconnected and share data.

All units are interconnected and powered using a standard single cable (Fig 1.2) -

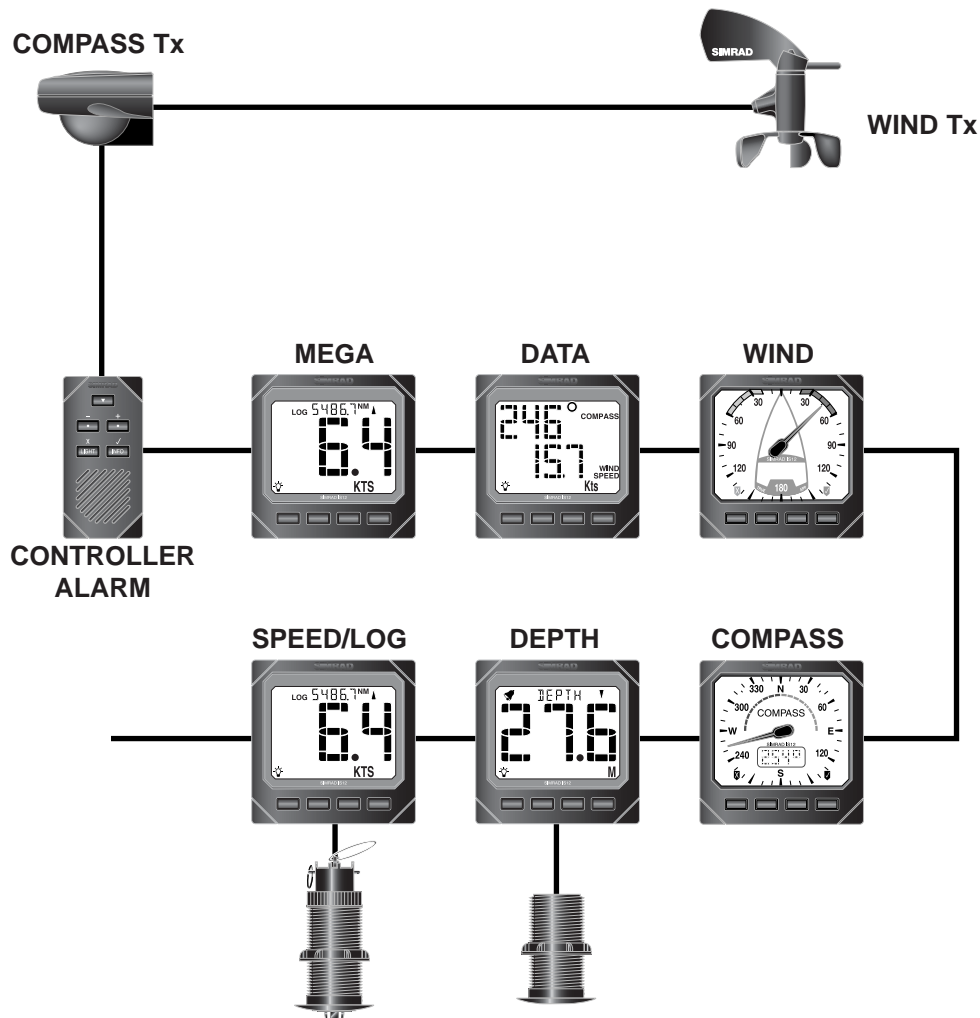


Fig 1.2 - IS12 Network System

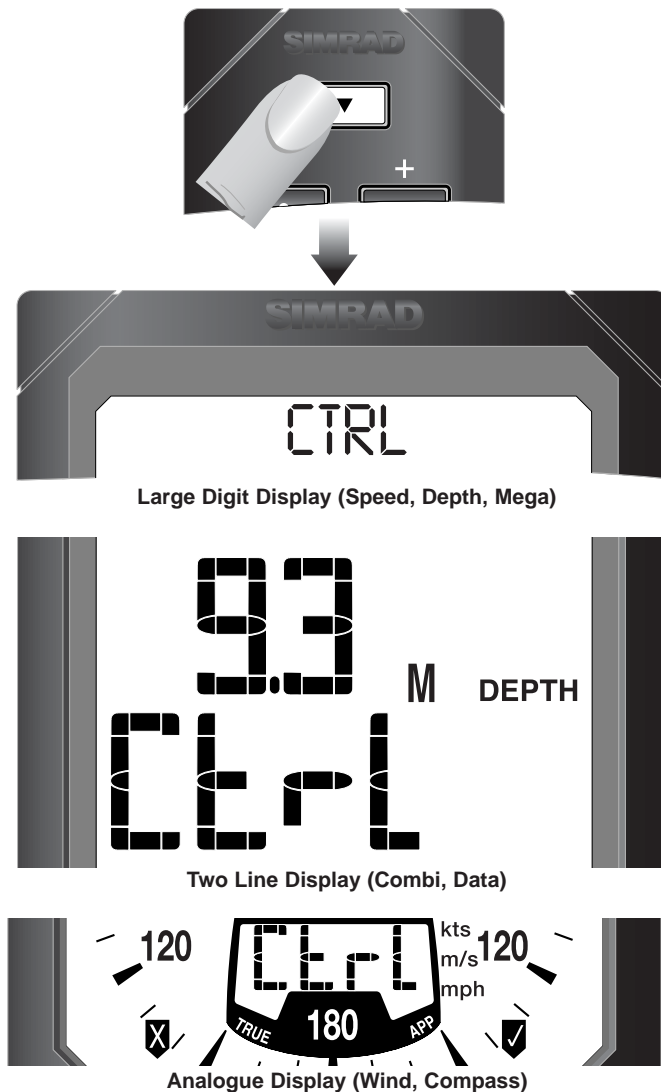
Additional instruments can be added to the system to act as repeaters, for example at the chart table of a sailboat or the fly-bridge of a powerboat. Thus, as shown in the example above, the Mega and Data Repeater instruments repeat the information from the main instruments.

## 2 OPERATION

### 2.1 Selecting Display

The IS12 Remote Control can be used to control all the major functions of any IS12 instrument that is on the same network, including calibration functions.

Control of a specific instrument is accessed by pressing the ▼ key on the remote controller. This will select the first instrument on the network, indicated by CTRL flashing briefly on the instrument display (Fig 2.1) -



*Fig 2.1 - Indication of instrument selected by Remote Control*

The unit selected can now be operated using the Remote Control. To select a different instrument, press the ▼ key repeatedly to cycle through the instruments on the network, until the required instrument is selected.

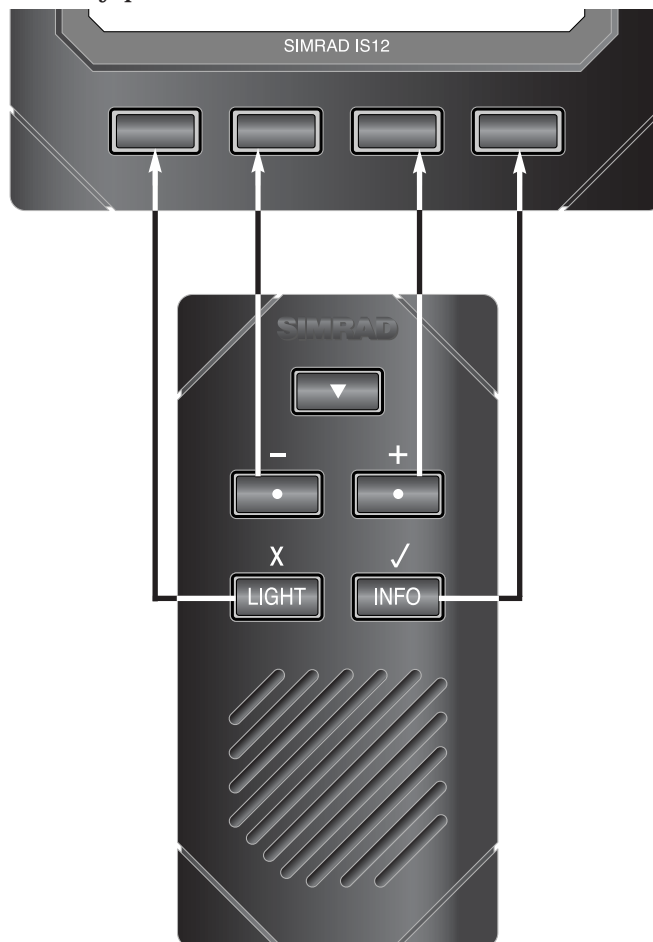
#### NOTE

If no key is pressed after one minute, it is necessary to press the ▼ key to reselect the instrument for remote control.

**NOTE** In certain installations, it may be preferable to disable the remote control function on particular instruments - refer to Section 3.1 for more details.

## 2.2 Keypad Configuration

As the Remote Control is intended to control all instruments in the IS12 range, the keypad is a generic design, which applies to all IS12 instrument keypad layouts. Fig 2.2 indicates the respective key positions -



*Fig 2.2 - Remote Control Key Positions*

**NOTE** For installations where the instruments are rear mounted, the keypad will not be visible - please refer to the relevant user manual for the specific keypad layout.

## 2.3 Cancelling Alarms

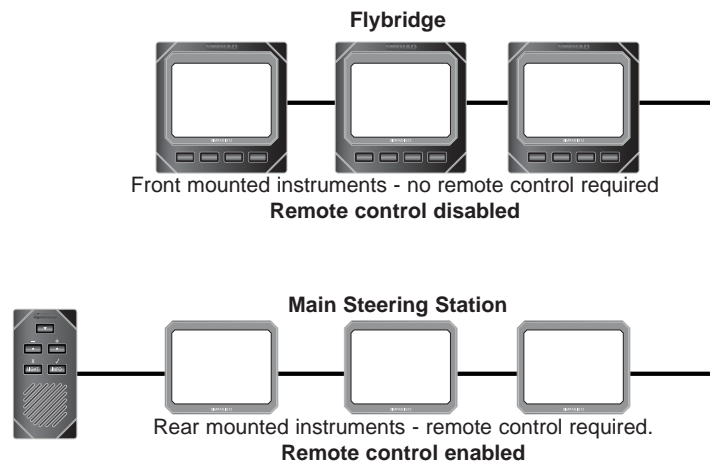
The Remote Control will repeat any alarms sounded by the instruments in the network. To cancel the alarm, select the relevant instrument using the ▼ key and press the equivalent key on the Remote Control (refer to the instrument user manual regarding key sequences for cancelling alarms).

## 3 CALIBRATION

### 3.1 Disabling Remote Control




On some installations it may be preferable to limit remote control access to only some instruments on the network, for example -



- 1) A flybridge power boat with a set of instruments on both steering stations. Some of the instruments would be out of sight of the Remote Control (Fig 3.1).
  - 2) A sailboat with chart table repeaters. Some of the instruments would be out of sight of the Remote Control, which would normally be positioned to control the cockpit instruments.
  - 3) A sailboat with a set of mast mounted repeaters - it may be preferable to limit the Remote Control to these instruments only, which are less accessible.
  - 4) An installation where some instruments are rear mounted, and the Remote Control is only needed to control these.
- It is possible to disable the remote control facility on specific instruments, which will be "ignored" by the Remote Control.



*Fig 3.1 - Typical system with partial remote control facility*

The instrument user manuals give specific instructions on how to do this, but the general principle is as follows -

On the instrument, enter calibration mode, press  or  until the display shows CTRL and press .

The display will show the current setting - ON for remote control enabled or OFF for remote control disabled. The setting can be changed using the  or  keys.

To set the selected mode, press . The display will then return to the main calibration menu.

#### NOTE

Press  to exit to the main calibration menu at any point.

#### NOTE

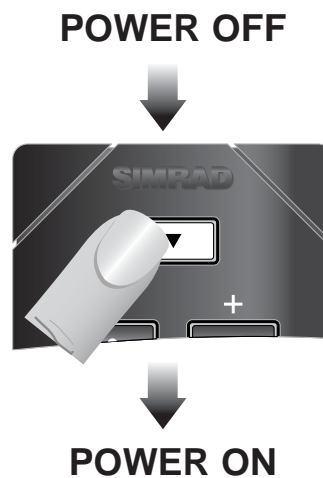
Any changes will affect that specific instrument only.

## 3.2 Re-enabling Control on Rear Mounted Instruments

Once the remote control facility has been disabled on an IS12 instrument, this can normally only be re-enabled using the instrument's own keypad, since the Remote Controller will now be unable to access control of that instrument.

In the event that the remote control facility has been accidentally disabled on a rear mounted instrument (where the keypad is not accessible), the following procedure will allow Remote Control access to all instruments on the network -

With the power to the system off, press and hold the ▼ key on the Remote Control while turning the power on (Fig 3.2) -



*Fig 3.2 - Overriding system remote control settings*

The Remote Control will now temporarily be able to access all instruments on the network, even those which have the remote control facility disabled. Select the instrument which has been incorrectly disabled and re-enable the remote control facility through the calibration menu.

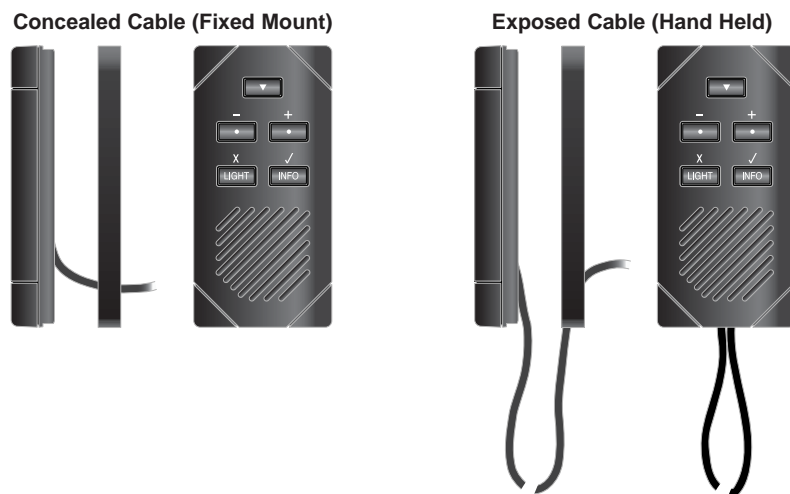
### NOTE

This procedure only temporarily overrides the remote control facility settings - if the power is then switched off and on again without changing the remote control setting on the instrument in question first, the instrument will revert to its previous settings.

## 4 INSTALLATION

### 4.1 Installation

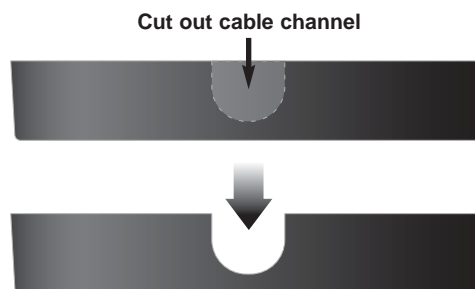
The Remote Control / Alarm is supplied with a dash mount clip and can be used as a fixed or a hand held control unit. The cable can either be fed directly through the hole in the dash mount clip, so that it is out of sight when the Remote Control is in the clip, or it can be routed externally out through the channel at the bottom of the clip, then back up and through the dash clip, which may be more convenient if using the Remote Control as a handheld device (Fig 4.1) -



*Fig 4.1 - Cable routing options*

#### NOTE

The channel at the bottom of the dash clip for externally routing the cable is normally blanked off - this can be opened up using a sharp knife or scalpel if required (Fig 4.2) -



*Fig 4.2 - Dash mount clip bottom view - cable channel*

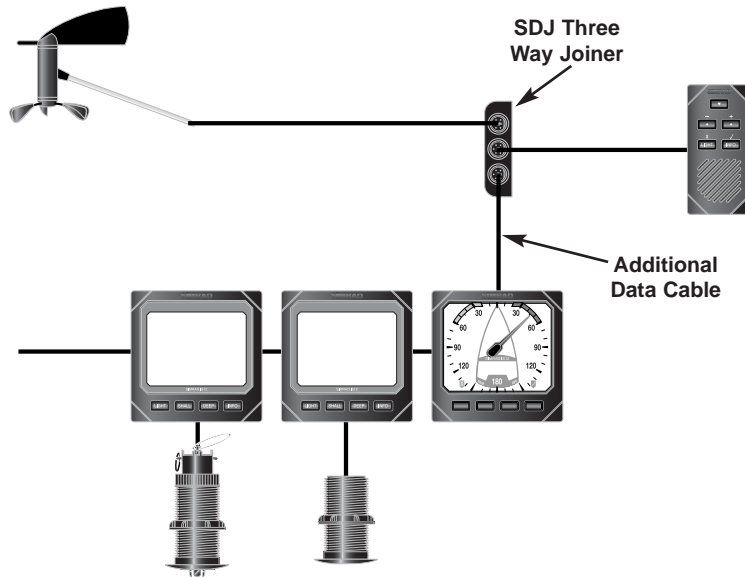
The unit is supplied with a self adhesive drilling template - fix this in the required position and drill the four 2.5mm screw holes and the 11mm hole for the cable if required (Fig 4.1) If fixing to GRP, countersink the four screw holes to avoid splitting the gelcoat when fitting the self tapping screws supplied.

Fit the dash mount clip, feed the cable as required and fit the Remote Control into the clip.

## 4.2 Electrical Installation

The Remote Control is fitted with a 2m cable with an IS12 connector fitted to the end. Simply locate a spare port in a conveniently located instrument and plug in.

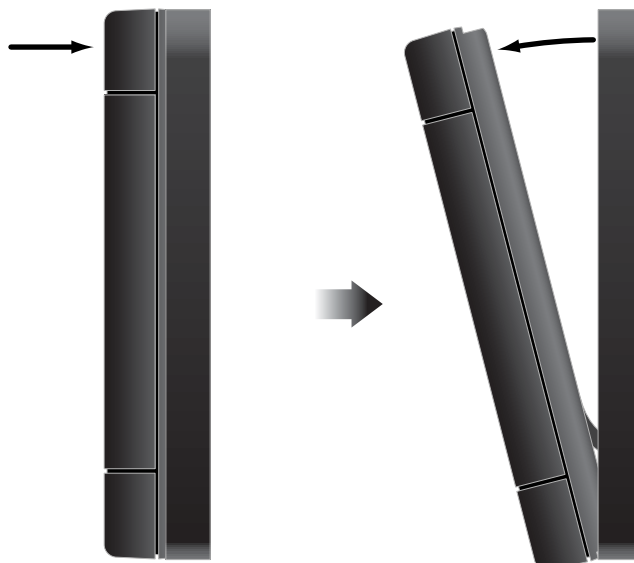
If a spare port is not available an **SDJ** three way joiner, available as a separate accessory can be added along with an additional data cable to provide a spare port (Fig 4.3) -



*Fig 4.3 - Using an SDJ Three Way Joiner to add the Remote control to a system*

## 4.3 Unclipping the Remote Control

To remove the Remote Control from the dash mount clip, hold the top of the unit and pull it out of the clip (Fig 4.4) -



*Fig 4.4 - Removing Remote Control from dash mount clip*

## 5 APPENDIX

### 5.1 Fault Finding

Symptom	Possible Cause	Remedy
Remote cannot select instrument	<ul style="list-style-type: none"> <li>Remote control facility disabled on instrument</li> </ul>	<ul style="list-style-type: none"> <li>Re-enable remote control facility on instrument (see Section 3.1)</li> </ul>
Remote cannot select any instruments and double beeps	<ul style="list-style-type: none"> <li>IS12 data cable loose or broken</li> <li>Terminator not fitted</li> </ul>	<ul style="list-style-type: none"> <li>Check cables</li> <li>Fit terminator to system</li> </ul>
Occasional poor performance	<ul style="list-style-type: none"> <li>Electrical interference from other equipment on boat</li> </ul>	<ul style="list-style-type: none"> <li>Fit interference suppressors to equipment responsible</li> </ul>

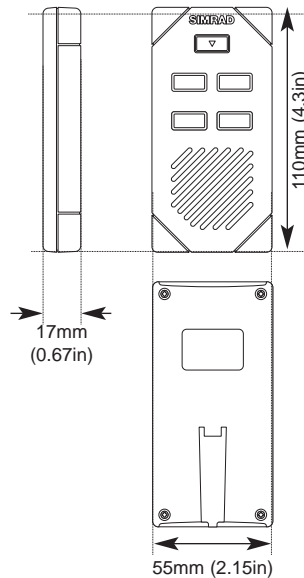
These simple checks should be carried out before seeking technical assistance and may save time and expense. Before contacting your servicing agent please note the unit's serial number.

### 5.2 Spares & Accessories

The following spares and accessories are available from local Simrad agents. Please quote part number when ordering -

<b>ISPK10</b>	Spare Dash Mount Clip
<b>SDC0.3M</b>	IS12 Cable 0.3m
<b>SDC02M</b>	IS12 Cable 2m
<b>SDC05M</b>	IS12 Cable 5m
<b>SDC10M</b>	IS12 Cable 10m
<b>SDJ</b>	Three Way Cable Joiner
<b>STP</b>	Spare Network Terminator

### 5.3 Dimensions



### 5.4 Specification

Supply Voltage	12v (9-16v) DC
Current Consumption	Light Off - 40mA    Light On - 60mA
Max units per system	32
Ambient Temp Range	-10°C to +55°C (14°F to 140°F)

### 5.5 Service & Warranty

Your equipment should seldom need servicing, although it will benefit from an application of silicone or Teflon grease to the contacts each season.

The unit is guaranteed for 2 years from date of retail sale. If it is necessary to have the unit repaired, return it carriage prepaid to the agent in the country of purchase with a copy of the receipted invoice showing the date of purchase. Where possible, return all the components unless you are certain that you have located the source of the fault. If the original box is not available, ensure that it is well cushioned in packing; the rigours of freight handling can be very different from the loads encountered in the marine environment for which the unit is designed.

For Worldwide Warranty details, please refer to the Warranty Card supplied with this unit.











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