



„easyTRX2" and „easyTRX2-IS" Manual

easyTRX2-IS
Class B AIS CS Transponder with integrated
Splitter Product No.: A050

easyTRX2
Class B AIS CS Transponder
Product No.: A034

Revision 2.2

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PLEASE READ THIS FIRST!**WEATHERDOCK GENERAL WARNINGS**

All marine Automatic Identification System (AIS) units utilize a satellite based system such as the Global Positioning Satellite (GPS) network or the Global Navigation Satellite System (GLONASS) network to determine position. The accuracy of these networks is variable and is affected by factors such as the antenna positioning, how many satellites are used to determine a position and how long satellite information has been received for. It is desirable wherever possible therefore to verify both your vessels AIS derived position data and other vessels AIS derived position data with visual or radar based observations.

The easyTRX2 software is intended for use as an installation and configuration tool. The application is not a navigation tool and should not be used as such.

LICENSING

IMPORTANT: In most countries the operation of an AIS unit is included under the vessels marine VHF license provisions. The vessel on to which the AIS unit is to be installed must therefore possess a current VHF radiotelephone license which lists the AIS system and the vessel Call Sign and MMSI number. Please contact the relevant authority in your country for more information. In accordance with a policy of continual development and product improvement the easyTRX2 hardware and software may be upgraded from time to time and future versions of the easyTRX2 may therefore not correspond exactly with this manual. When necessary upgrades to the product will be accompanied by updates or addenda to this manual. Please take time to read this manual carefully and to understand its contents fully so that you can install and operate your AIS system correctly.

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WARNINGS AND PRECAUTIONS

IF YOU CHOOSE TO USE THE EASYTRX₂ OR THE EASYSPLIT OR BOTH IN A BOAT; IT IS THE SOLE RESPONSIBILITY OF THE OWNER/OPERATOR OF THE EASYTRX₂ (AND OR THE EASYSPLIT) TO SECURE THE BOAT SO THAT IT WILL NOT CAUSE ANY DAMAGE OR PERSONAL INJURY IN THE EVENT OF AN ACCIDENT.

SOME VESSELS DO NOT CARRY AIS.

IT IS IMPORTANT AT ALL TIME TO KEEP A PROPER LOOKOUT.

NEITHER THE "easyTRX₂ (-IS)" NOR (AND OR) easySPLIT ARE NOT A SUBSTITUTE FOR GOOD SEAMANSHIP.

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Pos	Date	New version	Author	Description of change
1	19. Dec 2009	1.0	Kotouczek	Base information
2	08. Feb 2011	2.0	Zimmermann	Base information
3	07. March	2.2	Todua	GPS Antenna
4				

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Congratulations!

Thanks to purchase a unit from the Weatherdock AG. This testifies your high technical competence, because you purchased the best available product on the market. Thank you.

PREREQUISITES

The easyTRX2 programming application is designed to operate with Microsoft Windows® 2000 (SP 3), XP (SP 2) and above. Recommended minimum system requirements are:

- Microsoft Windows® 2000 SP3 or Microsoft Windows® XP SP2
- Display resolution of at least 1024 x 768
- One USB port
- A pointing device (mouse or equivalent)

1. General Information to AIS

1.1 What is AIS

AIS stands for **A**utomatic **I**dentification **S**ystem. AIS increases navigational safety and collision avoidance by transmitting vessel identification, helping to reduce the difficulty of identifying ships when not in sight (e.g. at night, in radar blind arcs or shadows or at distance) by broadcasting navigational intentions to other vessels by providing ID, position, course, speed and other ship data with all other nearby ships and land based stations.

According to IALA regulations, AIS is defined as follows:

AIS is a broadcast Transponder system, operating in the VHF maritime mobile band. It is capable of sending ship information such as identification, position, course, speed and more, to other ships and to shore. It can handle multiple reports at rapid update rates and uses Carrier Sense Time Division Multiple Access (CSTDMA) technology to meet these high broadcast rates and ensure reliable and robust ship to ship operation.

The IMO defines the performance standards as follows:

Ship to ship working, ship to shore working, including long range application, automatic and continuous operation, provision of information messaging via PC and utilization of maritime VHF channels

The Modules:

GPS system, AIS Transponder, VHF Antenna, and the Data Power Cable and the appropriate application software.

AIS are required to function flawlessly in a variety of modes.

The relevant regulations requirements:

The system shall be capable of

- An "**autonomous and continuous**" mode for operation in all areas. This mode shall be capable of being switched to/from one of the following alternate modes by a competent authority;

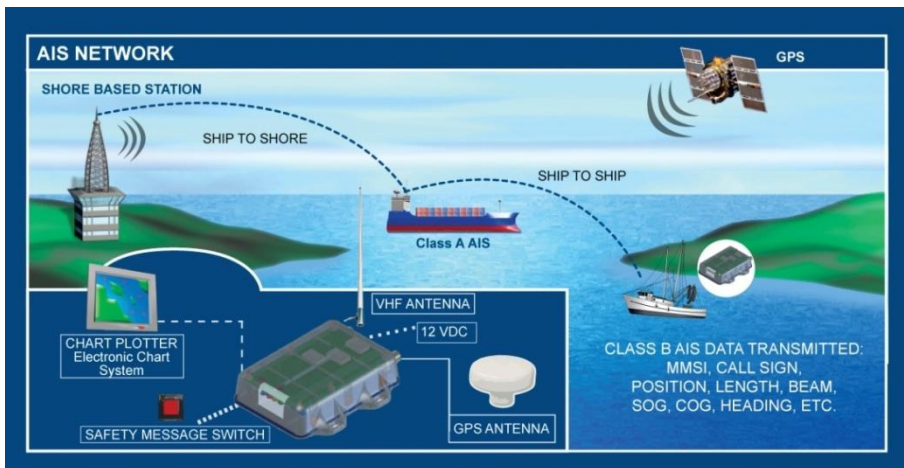
- An "assigned" mode for operation in an area subject to a competent authority responsible for traffic monitoring such that the data transmission interval and/or time slots may be set remotely by that authority;
- A "polling or controlled" mode, where the data transfer occurs in response to interrogation from a ship or competent authority.

This illustration depicts a typical AIS System, where two or more AIS equipped vessels (and shore based systems) are automatically communicating with each other.

The following sketch shows a typical easyTRX2 installation in a common environment. The easyTRX2 is connected to the vessels power supply, and in connection with the VHF, and GPS-Antennas, the minimal requirements for Transponder operation are fulfilled.

Both vessels in this illustration are equipped with an AIS transceiver.

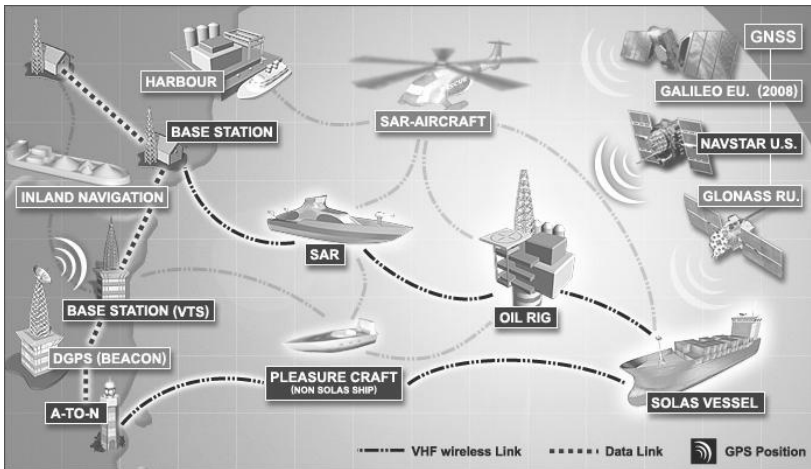
Due to "Time – Synchronization" they use the same organization of free and allocated windows (Slots) in the shared VHF Data Link (this method is called "Carrier Sense Time Division Multiple Access") to send and receive messages. Without the necessity of any operating interaction, both



vessels know exactly who or what is cruising nearby and where the individual object is heading.

1.2 What AIS classes do exist?

The scenario below shows a full AIS coverage area (including all applications and complete shore infrastructure).



There are two classes of AIS units fitted to vessels, Class A and Class B. In addition AIS base stations may be employed by the Coastguard, port authorities and other authorized bodies. AIS units acting as Aids to Navigation (A to N) can also be fitted to fixed and floating navigation markers such as channel markers and buoys.

1.2.1 Class A

Class A units are a mandatory fit under the safety of life at sea (SOLAS) convention to vessels above 300 gross tons or which carry more than 11 passengers in International waters. Many other commercial vessels and some leisure craft also may be fitted Class A units.

The **Class A** operation consists of three different types of messages:

Dynamic information:

- MMSI number
- position of the ship (derived from GPS)
- time, when the position was measured in UTC
- course over ground (COG)
- speed over ground (SOG)
- heading (HOG)
- ship status
- rotational speed/turn rate

Static information:

- call sign and name of the vessel
- length and width of the vessel
- IMO-number of the vessel, if existent
- type of vehicle
- position of the GPS sensor onboard

Journey-related information:

- draught of the vessel
- type of cargo
- port of destination and estimated time of arrival (ETA)
- route plan, optional

The block of dynamic information is the most important block looking for threatening collisions. Therefore this block of information is transmitted in a compulsory way, depending on the vessels movement. The

following table shows the mandatory repetition rate of Class A transmissions linked to the ship's movement:

- anchored vessels 3 minutes
- vessels at 0 – 14 kn 10 seconds
- vessels at 0 – 14 kn, fast maneuver 3.3 seconds
- vessels at 14 – 23 kn 6 seconds
- vessels at 14 – 23 kn, fast maneuver 2 seconds
- vessels at > 23kn 2 seconds
- vessels at > 23 kn, fast maneuver 2 seconds

Static information as well as information belonging to the journey is dispersed every 6 minutes.

The reporting intervals correspond to both radio channels (161.975 MHz, 162.025 MHz) together.

1.2.2 Class B

Class B: EN62287, 2005: class B operation is described in the standard EN62287, published in 2005. This document is obligatory for class B. Pages 15 and 38 describe the operation:

Class B units are designed for fitting in vessels which do not fall into the mandatory Class A fit category.

The easyTRX2 (-IS) is a Class B AIS unit

Reporting intervals are:

dynamic ship data:

boats at < 2 kn: 3 minutes

boats at > 2 kn: 30 seconds

static ship data (similar to class A): 6 minutes

These intervals are the standard operation modes.

Competent authorities, like base stations, can have influence on the reporting intervals (as they do with class A as well). Interval timing can be reduced down to 5 seconds in exceptional cases. There is no automatism to change the 30sec/3min dynamic intervals by the ship itself.

Think about

The comparison is done only for dynamic data transmission, because these datasets contain the relevant information to calculate a future collision point in time and distance, as well as allow the threatened ships to communicate (MMSI number is stringent part of dynamic data information) by VHF. Additionally, 2 more facts concerning class B operation need to be mentioned:

Unlike the class A service, which is using the SOTDMA method (self organized time division multiple access) with predefined timeslots (the ship listens to the traffic and the information containing in all other telegrams and defines its own raster of transmission timing, which is then distributed to all other participants within the radio range) the class B service is using a "listen-before-talk-method". This means, that before transmitting, a ship has to observe the radio channel, whether to be allowed to transmit, if the channel is not occupied, or whether to wait for a free time slot.

To avoid disturbance of the professional class A service in crowded areas, higher-ranking authorities can switch off all class B transponder activities, which will probably never happen, but it should be mentioned.

Above given information is not complete and should give only an overview about the AIS topic. For more details please have a look to the following links:

US Coast Guard – <http://www.navcen.uscg.gov/enav/ais/default.htm>

IMO – www.imo.com

<http://www.aislive.com>

2. SCOPE OF DELIVERY

In the carton there is contained:

- The easyTRX2 (-IS)
- The cable for the easyTRX2 (-IS) incl. separate USB cable
- This manual for the operation of the easyTRX2 (-IS)
- The installation CD for the configuration software

3. MOUNTING AND INSTALLATION

3.1 Programming Procedure

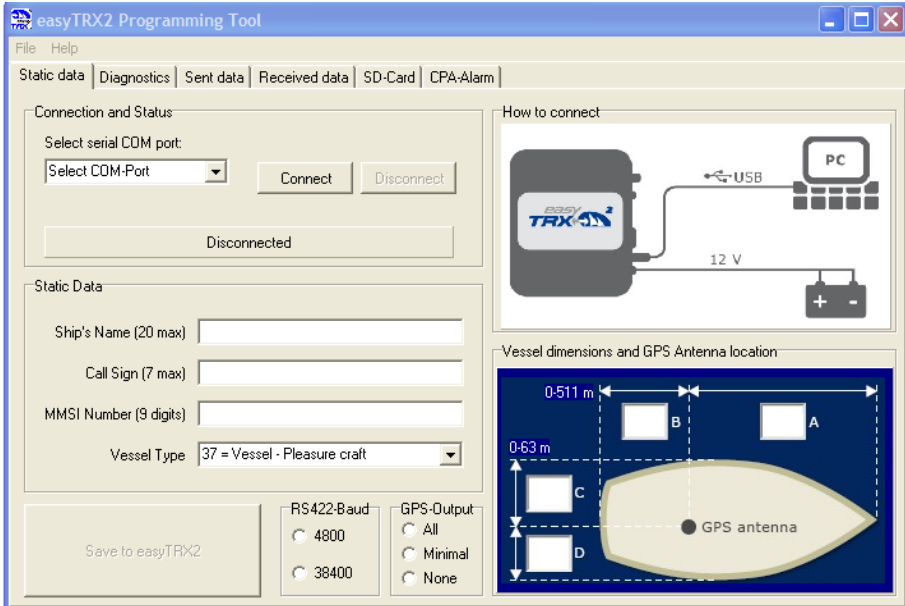
- Installation of the PC software for programming boat specific data
 - Connection of the easyTRX2 (-IS) by means of the supplied cable to the USB port of the PC
 - THEN, connect the easyTRX2 (-IS) to the power, not before!

To use this program for configuring your easyTRX2 (-IS) , the “easyTRX2 Programming tool” must be installed to your PC.

- Insert the installation CD.
- When the installation does not start automatically, locate the file “setup.exe” on the CD-ROM drive and double click on this file to start the installation process.
- Follow the screen prompts
- Start the easyTRX2 (-IS) programming software to configure ship data (enter the MMSI carefully). It’s the only time you’ll need the programming software.

Please fill out all necessary data.

As vessel type you should select type 37 for a pleasure boat.



Enter the vessel's information in the appropriate fields:

- **MMSI number:** enter the vessel's Maritime Mobile Service Identity number (9 digits)

This is an official number like a license plate at a car. Misuse will be punished very hard in different countries. Please be aware of that.

If the MMSI is not entered, the easyTRX2 won't send any telegram. When connecting the easyTRX 2 for the first time, the MMSI is not defined (i.e. "oooooooo").

CAUTION:

For security reasons the MMSI of the vessel cannot be changed once it has been programmed. Do not program the MMSI unless you are certain you have the correct information. Please check the entered number carefully. If the programmed MMSI is incorrect the AIS transponder will need to be returned to the supplier for factory reset.

- Ship's name: enter the name of the vessel (20 characters maximum)
- Call Sign: enter the vessel's radio call sign (7 characters maximum)
- Select the most appropriate vessel type from the drop-down list. For a pleasure craft (sailing and/or engine) it is 37.
- Enter the vessel's dimensions by defining the position of the GPS antenna (see the sketch above, all dimensions are in meter):
 - Dimension A: distance from the GPS antenna location to the bow
 - Dimension B: distance from the GPS antenna location to the stern
 - Dimension C: distance from the GPS antenna location to the port side
 - Dimension D: distance from the GPS antenna location to the starboard side
- Select the appropriate baud rate for your PC or chart plotter device (by default it is set to 38400 baud).

CAUTION:

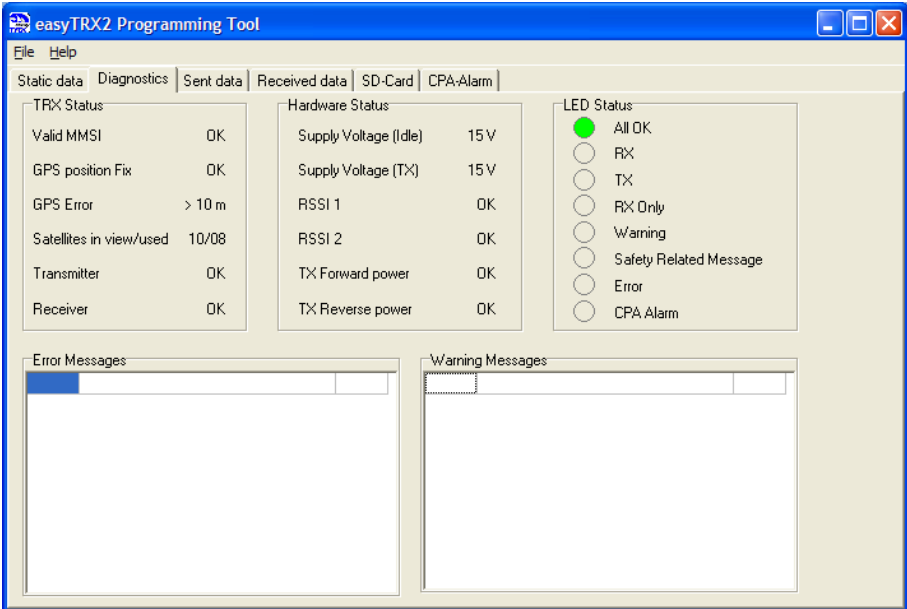
If the easyTRX2 is set to 4800 Baud transfer rate, in high traffic areas it might be the possibility of missing some AIS position reports of other vessels.

The reason for that is the slower data throughput because of the data rate.

Weatherdock does not take any responsibility for a full and reliable reception of all AIS data around, if the RS422 baud rate is set to 4800 baud.

3.2 Diagnostics

If you select the tab "Diagnostics" you'll get lot of information concerning the status quo of the easyTRX2 (-IS).



“TRX status” gives you information about:

- **Valid MMSI:**
Ok is only given when a correct MMSI was entered. Status OK is condition for transmitting data.
- **GPS position fixed:**
If your GPS is proper working, status OK is given
- **GPS Error:**
Value is always >10 m. Used as a hint.
- **Satellites in view / used:**
Number of received satellites / Number of satellites used for position fix
- **Transmitter:**
When the easyTRX2 (-IS) has send data for the first time, the status changes from standby to OK. If there is any fault, ERROR is displayed and the device has to be repaired (red Error-LED is on).

- Receiver:

When the easyTRX2 (-IS) has received AIS data for the first time, the status changes from standby to OK. If there is any fault, ERROR is signaled and the device has to be repaired (Error-LED is on).

Hardware status displays the power situation of the device. Important is "Supply Voltage TX" which means the voltage level during transmission. Here the easyTRX2 (-IS) is drawing 2A. If cables are too thin and very long, the voltage may drop down below the "Idle-level". If the drop down is more than 1V, you may use cables with larger copper diameter.

Value RSSI1 and RSSI2 give information, if there are any interferer on the AIS frequencies, which may be caused by a faulty electrical device. If there is none, the status will be OK.

TX Forward Power and TX Reverse Power are OK if the connected VHF antenna is proper working. If not, ERROR is displayed and the red LED is on.

If the self diagnostic of the easyTRX2 (-IS) noticed any fault, a sort notice will be given in the tables. The easyTRX2 (-IS) executes a self test every 30 sec. So each fault or warning report has got a countdown of 1 min. This means the report disappears from the table, when the fault is no longer valid after 1 min.

3.3 AIS transmitting data

The tab "Send Data" gives information about the latest send AIS data of the own vessel. There is on one hand the "position report" (AIS message No. 18), which transmits MMSI, position, speed and bearing. It is also shown how much time elapsed since latest transmission depending to your speed: 1min if speed is <2kn or 30 sec is speed is faster than 2 kn. On the other hand there is the "static data report" (AIS message No. 24) which includes MMSI, Ships name, call sign, ships dimensions and vessel type. This message will be send every 6 min.

The screenshot shows the 'easyTRX2 Programming Tool' interface with the 'Received data' tab selected. It displays two main sections: 'Last Transmit Position Report' and 'Last Transmit Static Data'. Below these are sections for 'Transmission Schedule' and 'Positions Report'.

Last Transmit Position Report		Last Transmit Static Data	
MMSI	211002010	MMSI	211002010
Latitude	49° 26.7388' N	Ship's Name	wEATHERDOCK TEST
Longitude	011° 00.3979' E	Type of Ship	Pleasure Craft
Position Accuracy	Low (> 10 m)	VendorID	n.a.
Course over ground	26 degrees T	Call Sign	N.A.
Speed over ground	0 knots	Dimensions	
TX Channel	B	A	8 meters
		B	7 meters
		C	3 meters
		D	1 meters
		TX Channel	A
Last Transmission	0 minutes, 58 seconds	Last Transmission	5 minutes, 57 seconds

Positions Report		Static Data	
Vessel Speed	Reporting Interval		
< 2 knots	3 minutes		Every 6 minutes
> 2 knots	30 seconds		

3.4 AIS receiving data

On the tab "Received Data" you can see a list of current received AIS data. By using the drop down menu "data columns" you can blank out columns.

Because the static data report is send every 6 min you have to wait for at least 15 min to see ship names referring to the listed AIS data. If AIS targets are too far away, it might take even more time of receiving the complete data or of receiving nothing, because the vessel has disappeared.

The screenshot shows the 'easyTRX2 Programming Tool' interface with the 'Received data' tab selected. A table of received AIS data is displayed with columns for Class, MMSI, Ship Name, Call Sign, SOG, COG, Latitude, Longitude, Last Report, Bearing, Range, Dimensions, and Vessel Type.

Class	MMSI	Ship Name	Call Sign	SOG	COG	Latitude	Longitude	Last Report	Bearing	Range	Dimensions	Vessel Type
A	211472790	HESSSELBERGER	DC6627	0 kn	168°	49° 25.9945' N	011° 00.5123' E	0.10	174°	0.7 nm	26m / 7m	Vessel
A	244620823	CAESAR	n.a.	0 kn	0°	49° 24.8089' N	011° 03.7359' E	0.07	130°	3.0 nm	100m / 12m	Ship with no information
A	264162591	DUNAV	YP2591	0 kn	174°	49° 24.105' N	011° 04.1403' E	0.05	137°	3.7 nm	80m / 9m	Cargo Ship
A	244660696	KVB JANNNA MARIA	PH3892	0 kn	10°	49° 25.107' N	011° 03.2495' E	0.04	132°	2.6 nm	163m / 11m	Ship with no information
A	244620941	NULLI CEDO	PI3024	0 kn	0°	49° 24.7203' N	011° 03.7959' E	0.04	131°	3.1 nm	105m / 12m	Cargo Ship
A	211032167	ELSAVA	DC2167	0 kn	0°	49° 24.7803' N	011° 03.6628' E	0.03	131°	3.0 nm	49m / 10m	Cargo Ship
A	211169920	VERTRAUEN	DA4012	0 kn	182°	49° 24.1501' N	011° 04.1195' E	0.01	136°	3.6 nm	86m / 9m	Cargo Ship
A	211174970	EUROPA	DC2699	0 kn	179°	49° 24.9714' N	011° 03.3280' E	0.07	131°	2.7 nm	86m / 10m	Cargo Ship
A	269057293	AMADOLCE	HE7293	0 kn	0°	49° 24.2135' N	011° 04.1887' E	0.07	134°	3.6 nm	54m / 12m	Passenger Ship
A	211169660			0 kn	209°	49° 24.2031' N	011° 04.1367' E	0.07	135°	3.6 nm		

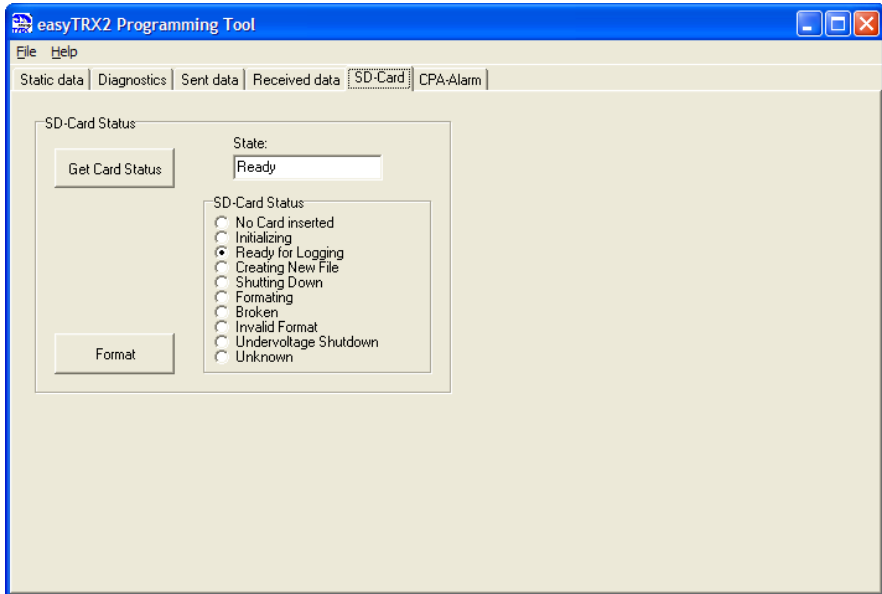
3.5 SD Card Recorder

The tab "SD Card" shows the status quo of the SD recording. "Ready for logging" is given if a well formatted SD Card is inserted.

The easyTRX2 (-IS) is using the FAT format. If the SD Card has got another format, you have to format it again with the easyTRX2 (-IS). It's because the device is storing a special set of files, which enable real time storing of AIS and GPS data.

If the status is "broken" or "invalid format" you have to format the SD Card once again with the easyTRX2 (-IS). All stored data on it will be erased.

Being formatted with the easyTRX2 (-IS) you can remove the SD Card at any time without losing any data. In case of power loss the latest received data will be kept on the SD Card.



With your easyTRX2 you get the possibility of recording data to the SD-Card. All Data from the NMEA0183 and the USB will be recorded.

That means that all AIS-Messages (received and transmitted) together with the GPS-Information will be saved.

You can analyze this data with special software. So you can see your ship and all other vessels around.

Please use SD-Card with a capacity from 1 to 2 GB. Higher capacity is not supported. We recommend SD-Cards from "SanDisk™" for best compatibility. (SD-Cards without SPI-Mode cannot be used with easyTRX2).

With a 2GB SD-Card you will be able to save 100 days of AIS-Data. (e. g. Rotterdam, in areas with less traffic you can save more information.)

The only thing you have to do is insert the SD-Card into your TRX2. The device will start logging data automatically.

3.6 CPA Alert

"CPA Alert" tab gives the possibility to configure parameters, which trigger the alarm. CPA means "Closest Point of Approach" to a ship transmitting AIS data.

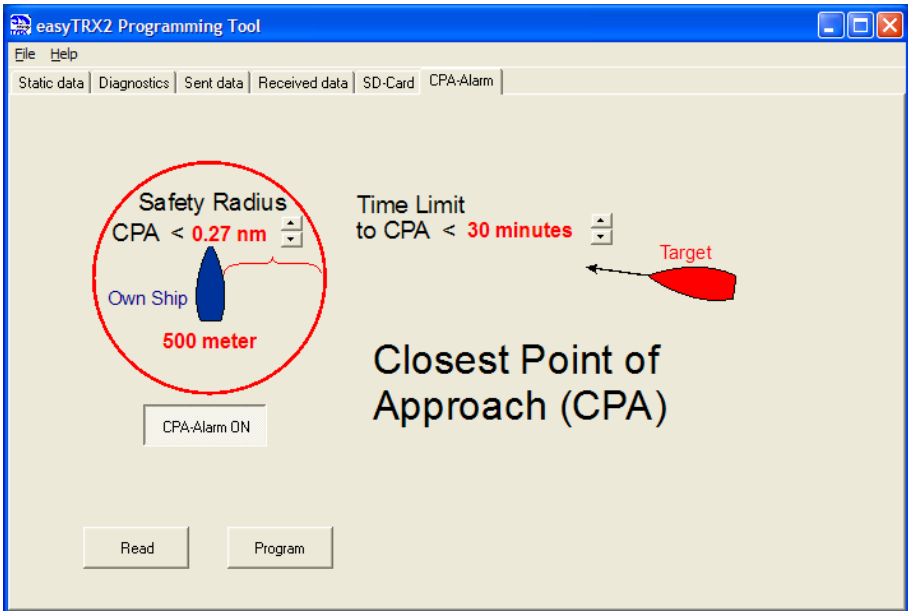
The easyTRX2 (-IS) has a built in feature which calculates the CPA with every received AIS target.

You're able to set a safety radius around your ship. If a ship enters this radius within the given time limit, the CPA alarm occurs. You can change the parameters "CPA radius" and "CPA time limit" and configure the easyTRX2 by pressing the button "Program". By pressing "Read" you can see the current settings. After power cycle these settings will remain.

The CPA alarm can be disabled and enabled by pressing the button "CPA-Alarm ON/OFF" and then "Program". When the button is high-lighted and shows the text "CPA-Alarm ON", then the CPA Alarm function is active.

Caution:

Only vessels, which do have a proper working AIS aboard, are able to trigger the CPA alert. Please do not rely on this CPA alert without watching out for other vessels within your sight.



When a CPA-Alarm occurs, two actions are starting:

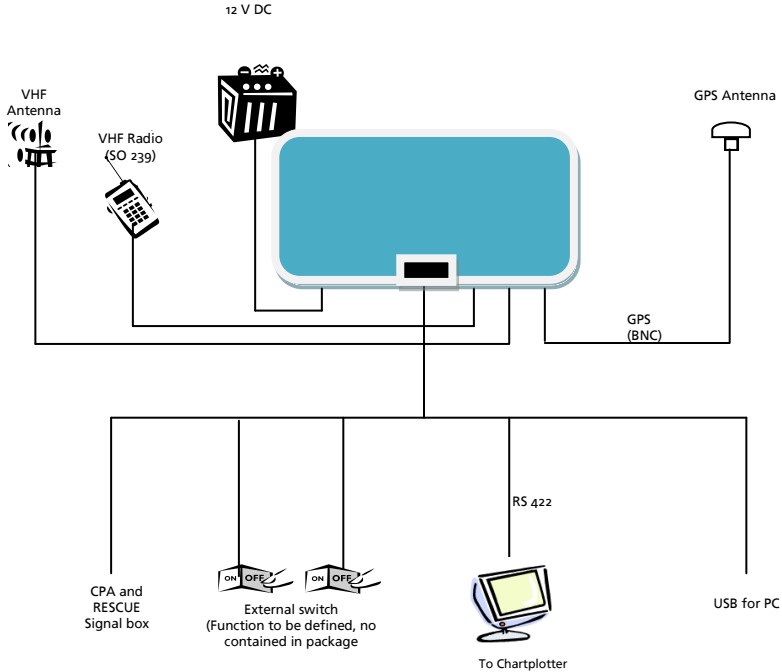
- LED "CPA alert" is flashing for a few seconds
- The cable with the marking "CPA" (white and brown wires) are getting the supply voltage (12V or 24V). So you can directly connect a buzzer for acoustic alarm.

This means you have got a standalone CPA alert even with disconnected plotter.

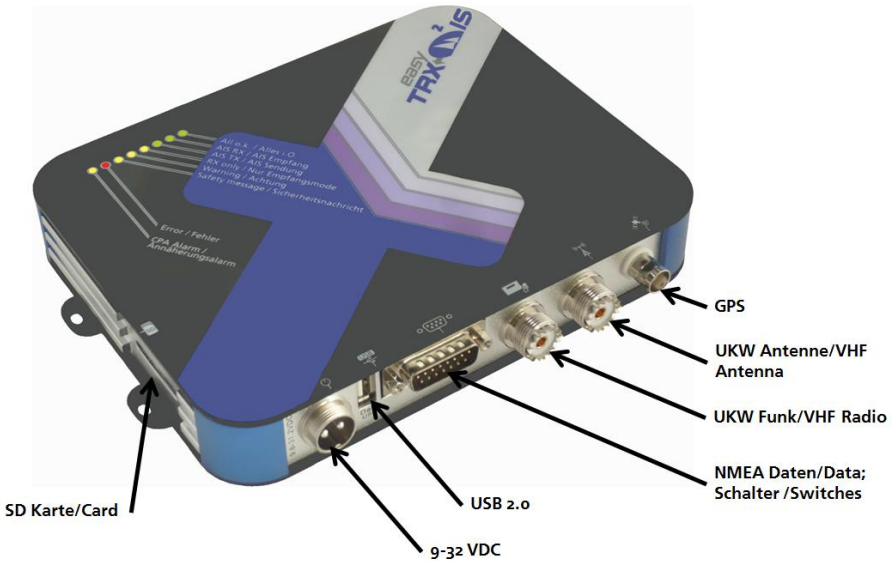
The CPA wires and CPA-LED will also indicate an alarm, when an AIS-SART signal is received. This function cannot be disabled by the user.

3.7 Mechanic and electric installation

The schematics of the mounting please take out of the following sketches:



Schematics for the easyTRX22 connection



(VHF Radio only with "easyTRX2-1S" available!)

3.7.1 Splitter Function

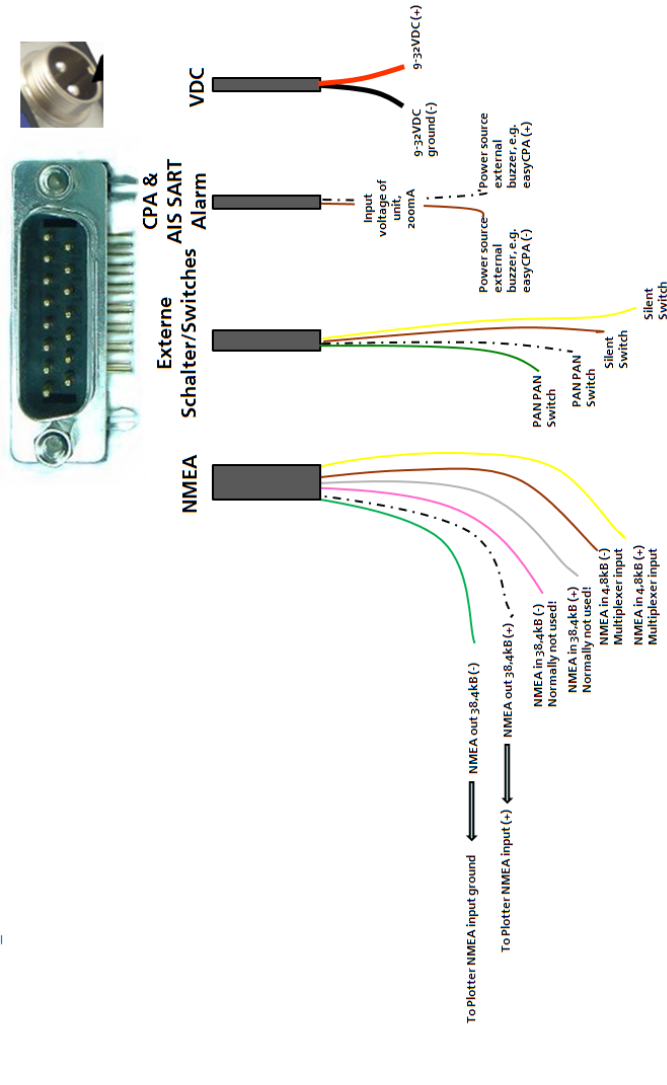
The easyTRX2-1S has an integrated antenna splitter. By means of this splitter with built in RF signal amplifier, physical losses are eliminated. The splitter is checking whether there is transmit power from the VHF radio or the Class B AIS transceiver to the antenna. In case of this, the splitter disconnects very fast the other connected units (<1ms). In the standard reception mode the units are all connected to the same antenna. A very fast disconnection is necessary because the easyTRX2-1S does transmit its signal with 2W power in a very short time. Therefore the used splitter has to disconnect the other units even faster than the device starts transmitting its message.

Cable Colors: and Cable Order

The easyTRX2 is connected to the PC by means of an USB plug. The USB cable is enclosed in the box.

If you want to connect the easyTRX2 to a chart plotter please use the 6-pole cable, marked with NMEA. You need two cables. The white one has to be connected to the NMEA data input of the chart plotter, the green one to the NMEA ground of the input. For the cable connection schematics please look at following table:

Pos	Cable group	Quantity of cables	Final wire colour	Functionality	Pin at Sub D 15
1	NMEA	6	Green	NMEA out 38400, (-)	9
2	NMEA		White	NMEA out 38400, (+)	1
3	NMEA		Pink	NMEA in 38400, (-)	10
4	NMEA		Grey	NMEA in 38400, (+)	2
5	NMEA		Brown	NMEA in 4800, (-)	11
6	NMEA		Yellow	NMEA in 4800, (+)	3
7	External switches	4	Green	SRM switch (-)	13
8	External switches		White	SRM switch (+)	5
9	External switches		Brown	Silent switch (-)	12
10	External switches		Yellow	Silent switch (+)	4
11	CPA & RESCUE ALARM	2	Brown	CPA Alarm (-)	14
12	CPA & RESCUE ALARM		White	CPA Alarm (+)	6
13	Power	2	Black	Power 9.6-31.2 VDC (-)	./.
14	Power		Red	Power 9.6-31.2 VDC (+)	./.



The brown and the yellow cable of the six pole cable do have a special function.

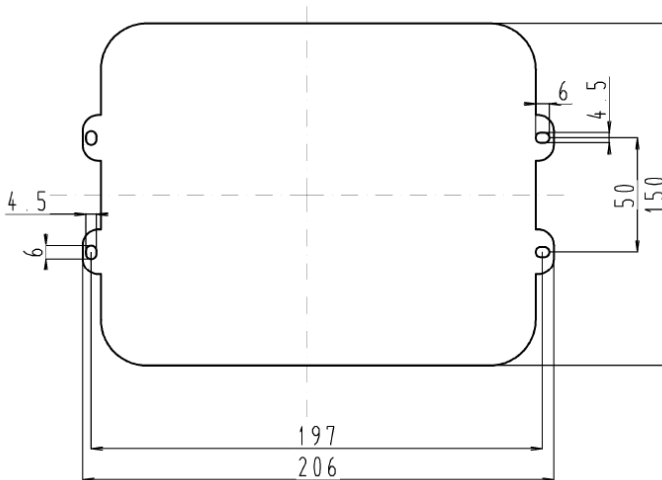
With that two cables further NMEA source data can be passed through to the easyTRX2 to the plotter or the PC.

The easyTRX2 has got an internal multiplexer who is able to upgrade incoming NMEA data of 4800 Baud transmission speed to 38400 Baud. These data are then passed through with the higher speed to the output.

3.7.2 Mounting

Please mount under deck with all plugs at the bottom. Make sure that there is no direct sunlight or spray water to the easyTRX2 (-IS).

Please do use the enclosed screws only.



(Dimensions)

Mounting template with hole position

3.7.3 VHF Antenna

Your regular VHF antenna which you're using for VHF radio will be connected to the easyTRX2 (-IS)

3.7.4 GPS Antenna

For the GPS antenna there is a TNC female bulkhead connector used, that mounts to the back of the case. This port provides the 5V DC feed for the active GPS antenna required by the easyTRX2 unit.

The GPS antenna used must be of the active type (i.e. it should incorporate an LNA) and must be suitable for marine shipboard applications (index of protection, ruggedness, means of mounting, etc.). An antenna should be selected with a gain (in dB) depending on the length of cable between the antenna and the AIS unit; after subtraction of cable and connector losses a minimum total gain of 20 dB should be available at the easyTRX2 unit GPS antenna connector. The GPS antenna to be used for AIS use must be a dedicated antenna, i.e. not shared with any other GPS receiver. Installation of the GPS antenna is critical for the performance of the built in GPS receiver which is used for timing of the transmitted time slots and for the supply of navigational information should the main navigational GPS fail.

We strongly recommend that:

- The GPS antenna is mounted in an elevated position and free of shadow effect from the ship's superstructure.
- The GPS antenna has a free view through 360 degrees with a vertical angle of 5 to 90 degrees above the horizon.
- As the received GPS signal is very sensitive to noise and interference generated by other onboard transmitters, ensure that the GNSS antenna is placed as far away as possible from radar, Inmarsat and Iridium transmitters and ensure the GPS antenna is free from direct view of the radar and the Inmarsat beam.
- It is also important that the MF/HF and other VHF transmitter antennas are kept as far away as possible from the GNSS antenna. It is good practice never to install a GNSS antenna within a radius of 2 meters from these antennas.

The easyTRX2 is approved with the GPS antenna from Weatherdock, article number: Ao29. The diameter of the antenna is 60mm, rest of the dimensions below

3.7.5 Connection to a plotter

The easyTRX2 is connected to the PC by means of a USB plug. The USB cable is enclosed in the box.

If you want to connect the easyTRX2 to a chart plotter please use the 6-pole cable, marked with NMEA. You need two cables. The white one has to be connected to the NMEA data input of the chart plotter, the green one to the NMEA ground of the input. For the cable connection schematics please look at above table (Pos.1 and Pos.2)

If the plotter interface is configured to 38400 baud and the plotter is ready for AIS data, received data will be shown immediately.

3.7.6 External switches/buttons

There is the possibility to connect external switches / buttons to the easyTRX2 (-IS).

3.7.6.1 SRM button

According to the cable colors under 3.7.1 (Pos.7 and Pos.8 in the spreadsheet) the green and the white cable of the 4 wires cable are foreseen for that functionality. If these 2 wires are connected to a BUTTON, not a SWITCH and if this button is pressed, then a SRM (Safety related message) is transmitted by the easyTRX2.

The sent default message is: "PAN PAN PAN".

The message is sent and the SRM LED is blinking for one minute. After that you could send another SRM.

3.7.6.2 Silent mode switch

According to the cable colors under 3.7.1 (Pos. 9 and Pos. 10 in the spreadsheet) the brown and the yellow cable of the 4 wires cable are foreseen for that functionality. If these 2 wires are connected to a

SWITCH, not a BUTTON and if this switch is activated, then the easyTRX2 will not transmit any own position anymore. It will work in the pure reception mode, as long as the switch is activated.

3.7.7 External Devices (additional)

Referring to cable order under 3.7.1 (Pos.11 and Pos.12) it is possible to connect external devices with the brown and white cable, e.g. an external CPA Alarm signal source.

The easyCPA-Alarm is such an external signal source. If the easyTRX2 (-IS) forwards a CPA signal the CPA Alarm gives a loudly noise, even there is an AIS S.A.R.T. emergency message within range.

4. FOR USE OF THE EASYTRX2 (-IS)

4.1 Turn ON

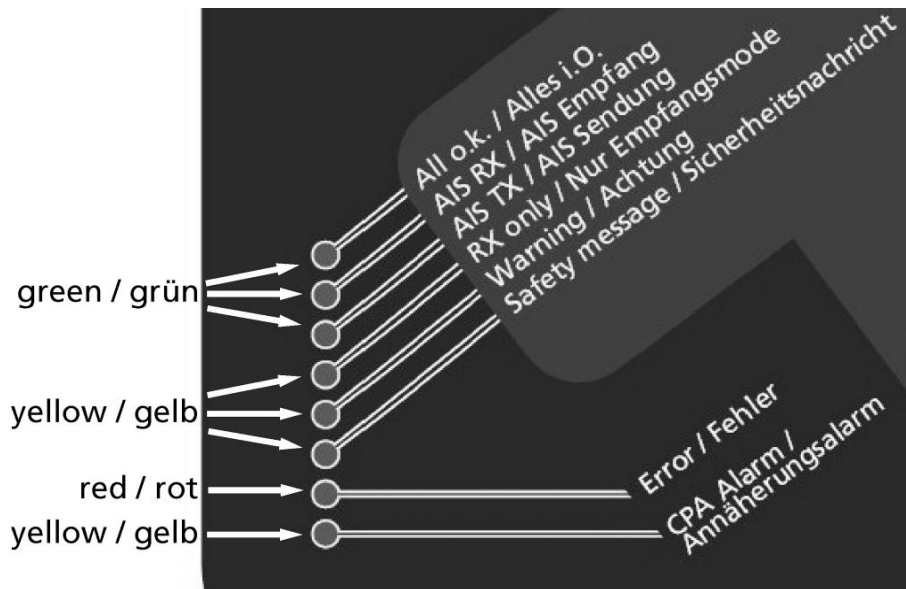
After the easyTRX2 is connected according point 3.1 and the 12V supply is switched on, all eight visible LED on the top of the unit will illuminate once for a period of one second. Then each second LED in the row will be illuminated for one second and the other LED will be illuminated for one second.

4.2 LED Indication and functions

- CPA Alarm: This LED will illuminate, if a ship is inside the defined and activated CPA Alarm radius (activated for default)
- Error: This LED will be illuminated, if there is no GPS positions fix for 30 min, the supply voltage is low, the VSWR value is bad (means bad antenna cable or connection)
- Safety message: This LED will be illuminated, if there was a safety message transmitted.
- Warning: This LED will be illuminated, if easyTRX2 was not able to send own position, no valid GPS fix, not all static data are programmed (e.g. MMSI)
- RX only: This LED will be illuminated, if the external silent-switch

(wires green and white of the 4 wire cable) is connected. Then the easyTRX2 is in receive only mode.

- AIS TX: This LED will be illuminated each time when the TRX2 is transmitting an AIS message
- AIS RX: This LED will be illuminated each time when an AIS message is received.



6. TROUBLESHOOTING

Problem	Cause	Solution
Unable to connect to the easyTRX2 (-IS)	Incorrect connection data	<ul style="list-style-type: none">• Verify data COM-Port, etc. or USB port• Com port must be configured correct in the PC (Please see under configuration in the software manual)• Check connection
	Not connected to network or cable	Check if your computer and the EasyTRX2 have connection to the network (IP-connection) or the same serial cable (serial connection)
Changes made to config form not accepted	Entries not valid	Correct the entries and transmit again

7. MAINTENANCE

Unauthorized opening of the easyTRX2 system will invalidate the warranty.

Avoid using chemical solvents to clean the easyTRX2 as some solvents can damage the case material. To clean, wipe down with a damp cloth.

The easyTRX2 contains no user serviceable parts.

Contact your Service Agent for repair or for replacing.

8. STANDARDS

This product complies with all the necessary standards under the European R&TTE directive for Article 3.1(a), 3.1(b), 3.2 and 3.3(e). The following standards have been followed in pursuance of this:

- IEC62287-1: 2006-03 Maritime navigation and radio communication equipment and systems – Class B ship borne equipment of the automatic identification system (AIS) – Part 1: Carrier-sense time division multiple access (CSTDMA) techniques
- IEC60945: 2002-08 Maritime navigation and radio communication equipment and systems – General requirements – Methods of testing and required test results
- IEC61162-1: Maritime navigation and radio communication equipment and systems – Digital interfaces – Part 1: Single talker and multiple listeners
- IEC61108-1: GLOBAL NAVIGATION SATELLITE SYSTEMS (GNSS) – Part 1: Global positioning system (GPS) -Receiver equipment - Performance standards, methods of testing and required test results
- EN 301 843-1 v2.1: Electromagnetic compatibility and Radio spectrum Matters (ERM); Electromagnetic Compatibility (EMC) standard for marine radio equipment and services; Part 1: Common technical requirements
- EN 50383: 2002 Basic standard for calculation and measurement of electromagnetic field strength and SAR related to human exposure from radio base stations and fixed terminal stations for wireless telecommunications system (110MHz – 40GHz)
- EN60950-1:2006 Information technology equipment – Safety – Part 1: General requirements

9. SPEC / Technical Data

Parameter	Value
Dimensions	206mm x 150mm x 30mm
Weight	715 gram
Power	DC (9,6V up to 31,2V)
	Average power consumption 3,6W@12DVC
	Peak current rating 1,9A
GPS Receiver (AIS Internal)	IEC 61108-1 compliant
Electrical Interfaces	RS422 NMEA 4.8 kBaud input
	RS422 NMEA 38.4kBaud bi-directional
	USB
Connectors	VHF Antenna connector (UHF female bulkhead connector)
	GPS Antenna connector (BNC female bulkhead connector)
Cable – Data/	RS232 / RS422 / Data / Power (15-pin Connector) Typically, 1.5 meter DSUB
Power	2-pole plug connector
External switches cable functionality	For “silent mode” and for PAN message
External signal source possibility	For “easyCPA” signal sounder, 200mA at the input voltage (12v or 24V) of the easyTRX2
VHF Transceiver	AIS Transmitter (whole marine band)

Parameter	Value
	Two separate receivers (One receiver for AIS channel 1 and the other for AIS channel 2).
AIS1: 161.975 MHz AIS2: 162.025 MHz	Frequency: 156.025 to 162.025 MHz in 25 kHz steps
DSC	DSC channel 70 reception for AIS channel management is implemented on time sharing basis.
Output Power	33dBm \pm 1.5 dB
Channel Bandwidth	25kHz
Channel Step	25kHz
Modulation Modes	25kHz GMSK (AIS, TX and RX)
	25kHz AFSK (DSC, RX only)
Bit rate	9600 b/s \pm 50 ppm (GMSK)
	1200 b/s \pm 30 ppm (FSK)
RX Sensitivity	Sensitivity – 107dBm 25kHz (Message Error Rate 20%)
	Co-Channel 10dB
	Adjacent Channel 70dB
	IMD 65dB
	Blocking 84dB
Environmental	IEC 60945
	Operating Temperature: -25°C to +55°C
	IEC 62287, IP54 (Under deck use)
Indicators	CPA, Error, safety message, warning, silent, AIS RX, AIS TX, o.k.

Parameter	Value
Operator Controls	<p>Optional pre-set safety related message (SRM) transmit button</p> <p>or</p> <p>Silent Mode -No Transmit switch.</p>
Supported AIS - Reporting Messages for transmission only	<p><u>Msg. 18:</u></p> <p>The Class B position report is sent:</p> <p>Every 30 seconds if SOG is > 2 kn;</p> <p>Every 3 Minutes if SOG is ≤ 2 kn</p> <p>Provided that the transmission time periods are available. A command received by Message 23 shall override the reporting interval.</p> <p><u>Msg.19:</u></p> <p>The extended position report is sent only by request from an AIS base station.</p> <p><u>Msg.24:</u></p> <p>Static Data sub messages 24A / 24B will be transmitted every 6 minutes in addition to and independent of the position report. (MMSI, ship type, cargo type, call sign, ship dimensions).</p> <p><u>Msg.14:</u></p> <p>The safety related messages contain a short text, which is predefined: e.g. "PAN PAN". It is sent on manual activation only.</p> <p>INFORMATION: It is not possible to initiate AIS messages by using the data interfaces. Therefore no AIS messages lasting longer than one time slot can be sent by the user interaction.</p>

Parameter	Value
AIS-Software version:	<u>1.1.X</u>
Compass safe distance to standard magnetic compass	<u>0,80m</u>

10. CONTACT AND SUPPORT INFORMATION

Although WEATHERDOCK strives for accuracy in all its publications; this material may contain errors or omissions, and is subject to change without prior notice. WEATHERDOCK shall not be made liable for any specific, indirect, incidental or consequential damages as a result of its use. WEATHERDOCK components may only be used in safety of life devices or systems, with the express written approval of WEATHERDOCK, as the failure of such components could cause the failure of the WEATHERDOCK device or system. If these fail, it is reasonable to assume that the safety of the user or other persons may be endangered.

Contact your local dealer for WEATHERDOCK AIS support.

Please see also our WEATHERDOCK Website: www.easyAIS.com

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11. LICENSEE AGREEMENT

By using the easyTRX2 (-IS) you agree to be bound by the terms and conditions of the following warranty.

PLEASE READ THIS AGREEMENT CAREFULLY.

Weatherdock grants you a limited license to use the software embedded in this device (the "Software") in binary executable form in the normal operation of the product. Title, ownership rights, and intellectual property rights in and to the Software remain in Weatherdock AG. You acknowledge that the Software is the property of Weatherdock and is protected under the German copyright Laws and international copyright treaties. You further acknowledge that the structure, organization and code of the software are valuable trade secrets of Weatherdock and that the Software in source code remains a valuable trade secret of Weatherdock AG. You agree not to decompile, modify, reverse assemble, reverse engineer or reduce to human readable form the Software or any part thereof or create any derivate works based on the software. You agree not to export or re/export the software to any country.

12. WARRANTY

This Weatherdock product is warranted to be free from defects in materials or workmanship for 24month from the date of purchase. Within this period, Weatherdock will at its sole option repair or replace any components that fail in normal use. Such repairs or replacement will be made at no charge to the customer for parts or labor, provided that the customer shall be responsible for any transportation cost. This warranty does not cover failures due to abuse, misuse, accident or unauthorized alteration or repairs.

THE WARRANTIES AND REMEDIES CONTAINED HEREIN ARE EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES EXPRESS OR IMPLIED OR STATUTORY, INCLUDING ANY LIABILITY ARISING UNDER ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, STATUTORY OR OTHERWISE.



IN NO EVENT SHALL WEATHERDOCK BE LIABLE FOR ANY INCIDENTAL, SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES, WHETHER RESULTING FROM THE USE, MISUSE, OR INABILITY TO USE THIS PRODUCT OR FROM DEFECTS IN THE PRODUCT.

Weatherdock retains the exclusive right to repair or replace the unit or software or offer a full refund of the purchase price at its sole discretion. Such remedy shall be your sole and exclusive remedy for any breach of warranty.

If you choose to use the EasyTRX2 and/or/or easySPLIT or both in a boat, it is the sole responsibility of the owner/operator of the EasyTRX2 to secure the easyTRX2 so that it will not cause damage or personal injury in the event of an accident. It is the sole responsibility of the operator of the boat to operate the boat in a safe manner, maintain full surveillance of all boating conditions at all times, and never become distracted by the EasyTRX2 to the exclusion of safe operating practices.

SOME VESSELS DO NOT CARRY AIS.

IT IS IMPORTANT AT ALL TIME TO KEEP A PROPER LOOKOUT.

THE "easyTRX2 (-IS)" ARE NOT A SUBSTITUTE FOR GOOD SEAMANSHIP

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