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Book Descriptions:

consilium svdr manual

There is a strong demand for Consilium products within the cruise, tanker, LNG and navy segments and the demand from the offshore sector is growing rapidly. Consilium's. With remote playback optional the data can be downloaded and viewed directly from the office via any Internet connection. If required, an onboard wireless live connection to the VDR can be used as an additional source of centralized information for the crew. Flexible The VDR F2 is based on a modular platform which easily can be adapted to any type of installation and extended if new. Images not to scale Main Unit MU Environmental conditions IEC 60945 protected equipment IP22 Battery backup 2 hours of continuous audio recording System voltage 115/230 VAC Power Consumption Secure evidence The recorded data in the VDR is very important when investigating an accident. The VDR F2 safely records and saves data in protective storages. With optional remote access, investigations can. Prices are indicative only and may vary by country, with changes to the cost of raw materials and exchange rates. Discover everything Scribd has to offer, including books and audiobooks from major publishers. Start Free Trial Cancel anytime. Report this Document Download Now save Save Vdr Instruction Manual For Later 67% 3 67% found this document useful 3 votes 912 views 237 pages Vdr Instruction Manual Uploaded by cengiz kutukcu Description consilium VDR instruction manual Full description save Save Vdr Instruction Manual For Later 67% 67% found this document useful, Mark this document as useful 33% 33% found this document not useful, Mark this document as not useful Embed Share Print Download Now Jump to Page You are on page 1 of 237 Search inside document Browse Books Site Directory Site Language English Change Language English Change Language. The SVDR is a modular fully equipped Simplified Voyage Data Recorder that is type approved with fixed capsules as well as float free alternatives. <http://jlicentral.com/images/authors/98-honda-odyssey-owners-manual.xml>

- **consilium svdr manual, consilium svdr manual pdf, consilium svdr manuals, consilium svdr manual download, consilium svdr manual 2017.**

To ensure that our VDR can be individually tailored to meet a specific need, its inherent flexibility means it can easily accommodate a wide variety of customized requirements without compromising on performance or cost efficiency. Consilium VDR systems meet all the relevant requirements as demanded by IMO Standards and EU directives. With the focus on value and performance you'll find all our Voyage Data Recorders go way above the market standard. According to regulations, the VDR's main purpose is to secure evidence in case of an accident. We agree. But we want to take it a few steps further. As we strongly believe that the recorded VDR data also has a great value for other matters, Consilium's VDR F2 is designed not only to secure evidence, but also to learn from incidents and optimize functionality. With Consilium's service agreement ConServ, the shipowner can predict and ensure a lower service and maintenance costs. Consilium monitors and ensures that all systems have a healthy status. The vessel sends short status reports periodically to the Consilium server and the Consilium remote maintenance system analyzes the reports and updates the overview table. If a problem is identified, an engineer can easily access the onboard system remotely, for a deeper analyze to proactively suggest how to rectify the problem at minimum efforts. The recorded data in the Consilium VDR F2 is easily retrieved from the unit's storage devices and can be used for many types of analyzing, for instance after incidents and accidents. With remote playback optional the data can be downloaded and viewed directly from the office via any Internet connection. With the Consilium Remote Monitoring solution Consilium VDRs can be accessed from shore for diagnostics, change of configuration and SW upgrades. This offers numerous benefits for the user in

regards of cost efficiency, reduced maintenance and increased safety. Contains information on how to download data. <http://ersllc.com/userfiles/98-honda-crv-manual.xml>

5410062 2 Professional Player Guide Intended for crew and investigators. Description playback program for VDR data. Consilium assumes no legal responsibility for any error or damage resulting from the usage of this document. This manual contains all onboard relevant documents related to the Simplified Voyage Data Recorder SVDR application and to the full Voyage Data Recorder VDR application of a Consilium VDR. Note! The setting up, installation and service procedure, which shall be performed by specially trained technicians, is described in a separate manuals. Danger! Hazardous voltage! Do not remove covers. Only authorized personnel are allowed to do so. 1.2 Symbols Used in the Manual Danger. Caution! Risk of minor or moderate personal injury. Risk of equipment damage, loss of data, extra work, or unexpected results, if the instructions are not followed. Note! Note symbols alert you to important facts and conditions. Information Tip symbols direct you to specific instructions, such as where to find additional information and tell you how to perform a certain operation in an easier way. User information 4 541006100A01 2 Maintenance The Consilium VDR contains no moving parts like fans etc. Anyway there is good practice to keep the equipment clean and free from dust. It is also important to make sure that all external cable and connectors are in good shape. Note! Be careful when opening the units for repair or replacement and make sure that general ESD practices are followed. 2.1 Important knowledge It is important to be familiar with the VDR system. This is Consiliums minimum recommended knowledge for the bridge team. It then digitizes, compresses and stores this information in an externally mounted protective storage unit. The protective storage unit is a tamperproof unit designed to withstand the extreme shock, impact, pressure and heat, which could be associated with a marine incident fire, explosion, collision, sinking, etc.

The protective storage unit may be in a retrievable fixed unit or free float unit or combined with EPIRB when the ship sunk in marine incident. The last 12 hours of stored data in the protected unit can be recovered and replayed by the authorities or ship owners for incident investigation. Beside the protective storage unit, the VDR system may consist of recording control unit and data acquisition unit, which connected to various equipment and sensors on board a ship. Although the primary purpose of the VDR is for accident investigation after the fact, there can be other uses of recorded data for preventive maintenance, performance efficiency monitoring, heavy weather damage analysis, accident avoidance and training purpose to improve safety and reduce running cost. Simplified Voyage Data Recorder SVDR, as defined by the requirements of IMO Performance Standard MSC.16378, is a lower cost simplified version VDR for small ships with only basic ships data recorded. Voyage data The information recorded in the units, sometimes also called Black box for ship, may include the following information Position, Date, Time using GPS. Speed log Speed through water or speed over ground. Gyro compass Heading. Audio from the bridge, including bridge wings. VHF radio communications. Consilium s products are certified by the major classification societies. 3 CONSILIUM VDR Secure Learn Optimize According to regulations, the VDR s main purpose is to secure evidence in case of an accident. We agree. But we want to take it a few steps further. As we strongly believe that the recorded VDR data also has a great value for other matters, Consilium s VDR F2 is designed not only to secure evidence, but also to learn from incidents and optimize functionality. Secure evidence The recorded data in the VDR is very important when investigating an accident. With optional remote access, investigations can be commenced without the need to go onboard.

Learn from incidents and secure proof Luckily, very few accidents occur but unfortunately the number of incidents is much larger. Therefore the easy access to the recorded VDR data is an extremely valuable source for increasing general safety onboard. By remote access to recorded VDR data it is easy to go back in time to prove the vessel and crew behavior during certain situations.

Secure Learn Optimize Optimize The easy access to the recorded VDR data is a valuable source of information when it comes to optimizing the usage of the vessels resources. By analyzing recorded data, it is possible to find optimal vessel performance for different circumstances and find important differences in crew behavior during difficult and stressed situations. ConServ Consilium service agreement With Consilium s service agreement ConServ, the shipowner can predict and ensure a lower service and maintenance costs. The VDR F2 fulfil latest SOLAS regulation 2014, MSC 33390 Final recording medium The final recording medium should consist of the following items 1. Fixed recording medium 48 hrs. storage 2. Floatfree recording medium 48 hrs. storage 3. Long term recording medium 30 days storage Data to be recorded addition to previous regulation RADAR Display from both ship s radar ECDIS Display and chart data AIS Data Rolling motion inclinometer, if installed 4 Consilium VDR F2 much more than a VDR! Easy retrieved data The recorded data in the Consilium VDR F2 is easily retrieved from the unit s storage devices and can be used for many types of analyzing, for instance after incidents and accidents. Flexible The VDR F2 is based on a modular platform which easily can be adapted to any type of installation and extended if new requirements appear. This makes the F2 very suitable for both new buildings and retrofits as well as for system integrators and suppliers of integrated bridge solutions.

<http://adams-tool.com/images/canon-eos-400d-digital-instruction-manual.pdf>

User friendly The system status is monitored and easily operated through a small size colour display. Full operational test including radar image check is performed with a simple user interface in the control unit. The USB port on the display can be used for fast and simple backup of recorded data. Reliable The VDR F2 is based on a platform designed by Consilium, in order to fulfil our own high demands of quality and reliability. The hardware design is based on long experience from the marine industry and its functionality is well proven in use during operation on a large number of vessels all around the world. The VDR F2 system doesn t includes any moving parts ensuring a minimum of service and maintenance. Retrofit The design of the F and Sseries of VDR and SVDR is very suitable for retrofit installations. Due to the modular flexibility and complete interface capability, these systems will easily replace earlier generations of centralized as well as distributed systems. The Consilium organization is specialized in projects related to replacing and retrofitting any brand of VDR system. All the way from sales process and projecting to installation and long term support Consilium always strive to be an advisory partner with focus on the customer needs and requests. 5 CONSILIUM VDR Consilium VDR F2 technical specification Main Unit, 19 kg Audio Mixer Unit, 2.5 kg Video Grabber Unit, 1.4 kg Remote Control Unit, 0.3 kg Microphone, 0.2 kg Portable Black Box, 1.5 kg Measurements in millimetres.Access your voyage data anytime, anywhere. Remote. Access When Safety Matters Consilium safety solutions.

<https://gabrieliassociati.com/images/canon-eos-400d-manual-error-99.pdf>

Selux ST Radar line A wide product range portfolio consisting of Stateoftheart All the answers With navigation at the very heart of your daytoday business, you need one supplier who has all All the answers With navigation at the very heart of your daytoday business, you need one supplier who has all Richard Doherty Chief Technical Officer CIRM CIRM Comite International RadioMaritime is a nonprofit trade Transas can supply all products and services necessary for TECDIS is developed based on extensive experience from users onboard fishing vessels, offshore vessels and The world s most popular network and server UPS. Standard on Software Maintenance of Shipboard Equipment. Chief marine technical officer Aron Sorensen NACOS Features Functional integration for standard and one man bridge operation New generation of 1100 series Autopilot Oceanography and Measurement Systems Division INTEGRATED REALTIME MONITORING SYSTEM INTEGRATED REALTIME MONITORING SYSTEM Woods Hole Group, Inc. WHG has developed the Integrated Realtime Monitoring System IRMS as a generalpurpose data acquisition and telemetry The world s most popular network and server UPS All Rights Reserved. The world s most popular network and

server UPS. The best ways to achieve a cleaner, safer environment Mark Moerman, Managing Director, SDS Common challenges Remote Access Microcor Wireless Transmitter MWT Features Highly Secure and Reliable Self Organizing Wireless Mesh Network High Resolution Metal Loss Measurement for all process environments Proven, reliable and now even better AutoSafe IFG 4 The router comes in three different versions which all have galvanically isolated inputs 2 x NMEA0183 Dartford Plug in slots K772 Total Monitoring Solution for PV. Delivering Solutions for Energy Management With Smart IP address search screen Product Guide A secure choice.

Not dependant on access to site network The change in the worldwide The system was originally These limits are designed The GSMPRO module February 2015 Bosch IP Network Video Product Guide The first is the need to Android OS Platform Datasheet The variety of available electrical interfaces on the gateway offers a wide range of possibilities for To use this website, you must agree to our Privacy Policy, including cookie policy. Our solutions are as always designed and developed in accordance with all statutory requirements and standards. However, at a deeper assessment, one will find many divergences affecting a number of aspects, from safety of life and property, to the daily operational costs. Also duly certified by all major classification societies, flag states where applicable. Not seldom we even go beyond what's compulsory in order to satisfy our customers specific needs and requirements. Individually addressed loop devises, simplified installation, standardised system configurations and distributed system functions. Upgrades, modifications and refits affect the new parts only. Beneficial in everyday use, crucial in case of an alarm or an emergency situation. The use of FSK Frequency Shift Keying makes the system immune to surrounding disturbances and allows up to 254 detectors to be connected on a single loop. When the manual is finished I canI made the installation, commissioning,I also made most of the illustration materials myself, suchAll in English. It was the same again, a manual series forA digital TDU Traffic Routing EquipmentI wrote the AdministratorsThe commission required total documentation of all the functions ofThe picture shows an example from theThe manual was written and layouted in Word for Windows.The manual was written and layouted in Word for Windows.I got the somewhat dry businessThe magazine was very well received.Such catalogues areThey had found an extremely efficientI was contacted regarding the operators manual.

I made the handbook,I also helped developing the software. My eBook offer manual guide, PDFs also eBooks with genre cookbook, thriller, parenting, professional, romance, scifi, adventure and more Msicas nacionais e internacionais para., Manual yamaha lc135 clutch Sablon Kaos Manual, Minimal Pemesanan 1 Lusin 1 Design Lebih banyak lebih murah. Tidak terima satuan. Kaos combed 20s atau 30s. Float Free Emergency Transmitter with VDRIf possible keep the EPIRB in an open area, away from any metal objects shipTransmission can beEC Declaration of Conformity, available at www.jotron.comThis equipment contains CMOS integrated circuits. Observe handling precautions to avoid static discharges which may damage these devices. Jotron ASJotron AS is a prime manufacturer of safety equipment designed for rescue ofFor safety equipment to be effective in line withJotron AS can not beThe chapter covering battery replacement is added for information only. JotronAS agents. In addition to normal service, Jotron AS agents have the necessaryDuring the warranty period Jotron. AS will repair or, at its option, replace the unit at no cost to you for labour, materials and return transportation from Jotron AS or its subsidiaries. This warranty does not apply if the product has been damaged by accident or misuse, or as a result of service or modification performed byThe Company shall not be liable forIt is of extreme importance that any spare partsWEEE, except for the batterymodule. The batterymodule consists of LithiumLithium battery guidance.Tron 40VDR CospasSarsat emergency EPIRB. FB40 Automatic float free bracket. VDR storage module. The Tron 40VDR EPIRB is developed to meet the regulations and rules for useTron 40VDR meets the followingSee "Declaration of Conformity" document at www.jotron.com for informationDISTRESS transmission if deployed into water. Tron 40VDR are currently available with one float free bracket.

The bracket prevents DISTRESS transmission if the Float free bracket, FB40 is a covered bracket with an hydrostatic release. The purpose of the Tron 40VDR is to give a primary alarm to the search and Care must be taken not to activate the EPIRB unless in an emergency situation, in such cases the user will be held responsible. For periodic testing a test function is implemented. During the test No emergency signal is transmitted during the selftest. The battery of the EPIRB will last for at least 168 hours from activation of the Currently the system consists of 5 functional In addition several geostationary satellites are equipped with a 406 MHz transponder, these satellites are not able to locate the Tron 40VDR but will give an Each emergency EPIRB in the system is programmed with its own unique code, It is also important that your EPIRB is registered in This database is normally located in the same After the Tron 40VDR is activated, the The International CospasSarsat System has ceased satellite processing of The actual frequency is heard at the time of closest approach At the LUT, actually two positions are calculated. One is the actual position AA second satellite pass confirms Doppler only accuracy is within 5 km 3 mi 3.1 statute What's more, the most likely of the two 'mirror' positions can be determined valid with 98.5% accuracy after only one satellite pass. This accuracy can be increased to 99.3% using so called "combined. LeoGeo processing," and this technique also enables accurate positions to be Please see picture on next page for comparison between Tron 40VDR and. EPIRB without GPS depending on detection by polar orbiting or geostationary GPS position is updated every 616 minutes, and can also be tested in SELFTEST.

This is to determine if the alarm from the EPIRB for some Because of this it is important that the ships data is correct in the shipping register You should register your beacon with the national authority associated with the If your country operates a national beacon registry, consult the document Some EPIRB registration links Other registrations methods are mail or fax. Forms are ready with correct information and it may be downloaded from the above web site. The Emergency Contact information has to be accurate, especially regarding Only if the beacon registration and approximate location details can be confirmed will USCG Registration address Silver Spring, MD 20910 Housing material. Dimensions. Compass safe distance. Temperature operating. Temperature storage. Operating life Glass reinforced Polycarbonate Output power Protocols. Tron 40VDR Maritime, Serialized, Radio Call sign. Location protocols. Modulation Data encoding. Bi Phase L. Stability. Short term. Bit rate. Antenna. Built in, omnidirectional Antenna Chip type Output power. Modulation. Antenna Up to 100 mW. A9, AM sweep tone between 300Hz and 1600Hz. Sweep range 700 Hz. Sweep rate 2.5 Hz Built in, omnidirectional Weight Release mechanism. Jotron HRU kit part. no. 86218 Risk of fire or explosion. The Lithium Thionyl chloride batteries described in this Safety Data Sheet are sealed units which are not hazardous when used according to the recommendations of the manufacturer Under normal conditions of use, the battery is hermetically sealed. Ingestion. Swallowing a battery can be harmful. Inhalation. Contents of an open battery can cause respiratory irrita Skin Contact. Contents of an open battery can cause skin irritation. Eye Contact. Contents of an open battery can cause severe irritation. Do not induce vomiting or give food or drink. Seek medical Inhalation. Provide fresh air and seek medical attention. Skin Contact. Remove contaminated clothing and wash skin with soap Eye Contact.

Immediately flush eyes thoroughly with water for at least 15 Note Carbon black is listed as a possible carcinogen by International Agency LithX. Water may not extinguish burning batteries but will cool the adjacent Burning batteries will burn themselves In this situation, smothering agents are recommended. A smothering agent will Emergency Responders should wear self contained breathing apparatus. Burning lithium iron disulfide batteries produce toxic and corrosive lithium hydroxide Elevated temperatures can result In locations that handle large quantities of lithium batteries, such as warehouses, lithium batteries should be isolated from unnecessary combustibles. On the lower housing, the VDR storage module is The EPIRB may be split into the following main parts when disposal Equator ring and Gasket. Battery module. VDR storage module sealing bracket. Pay attention not to touch both The HRU is type approved by Jotron and special

adjusted to the FB40 includes aThis module is supplied as a HRUKit. The Tron 40VDR Float Free Capsule is activated automatically when immersedInstallation of the FB40 bracket can be made direct on the shipwall, asPay attention to the notch on the cover. If the coverSee illustration.The EPIRB is always armed when located in the bracket. The EPIRB will automatically start to transmit when removed or ejected from the bracket and deployedIt is not recommended to operate the beacon inside a life raft or under a coverRemove the FB40 cover. Take out the EPIRB from the bracket. Pull the locking pin holding the main switch. Push and move main switch to the left, to ON position. The LED indicator, EPIRB is operating.NOTE To stop transmission, take Tron 40VDR out of the water and moveJotron AS recommends the Tron 40VDR Float Free Capsule to be testedKeep hands and otherSee Cha.p 6.1.3 below for error messages.FB40 bracket. NOTE 1 The GPStest might take up to 2 minutes to be successful. Limit this. NOTE 2 This test include the selftestChap. 6.1.

1 and therefore only one ofREADYpositionNumber of flashes. Fault indicationLow battery voltage. Low power on 121.5 MHz transmitter. PLL on 406 MHz transmitter out of lock. PLL on 121.5 MHz transmitter out of lock. EPIRB module not programmed or programming notGPStest error messagesWhat the selftest actually does is to send out a short test signal onDuring the test of the 406MHz transmitter aCospasSarsat satellites. Visual InspectionCheck the expiry dates onCirc.1222. Important to clean the surface on the dockingmodule, fitted on the FB40GPS Test see chap. 6.1.2,Chap.IV reg.15.9.2 and IMO MSC.Circ 1039 guideline. The Tron 40VDR Float Free. Capsule will comply to this guideline, either by fulfilling the complete service orThe interval is dependent on the flagstate administration.SBM see 7.1False alerts are a serious problem for the rescue service. Nearly 90% of EPIRBIf for any reason, your EPIRB should cause a false alarm, it is most importantUse any means at your disposal to make contact. Switch off the distress alarm by deactivating your EPIRB, as soon as possible. If your beacon is activated in a nondistress situation or a distress situationPacific Ocean Area. USCG Pacific Area Command Centre. USCG Atlantic Area Command Centre. From Any Location. USCG Headquarters Command CentreAll products are warranted against workmanship and factory defect, in material. Any warranty claims must be sent to Jotron, in writing. Jotron reserve the right to decide whether a defective unit is within warrantyIf Jotron make a decision of repairing a defective product,Please be noted that unprotective electronics board MUST be packed in antistatic bag, before returning to Jotron's factory.Jotron's obligations during warranty replacement. Service agent's obligations during warranty claimsDistributor or service agentCirc.1039 guidelines for shorebased maintenance of Satellite EPIRBs within 5WARNING!

The EPIRB can drop out of the FB40 bracket when releasing theMount the cutter pin then press firmly at theA "snap" sound can beNOTE Keep the original satellite EPIRB packaging, since it may be neededUN requirements for shippingIt is of extreme importance that any spare partsJotron Group subsidiary companies. Jotron UK Ltd. Crosland Park. CramlingtonTel. Fax. Jotron Asia Pte. Ltd. Changi Logistics Center. Singapore 508724. Tel. Jotron USA, Inc.Houston, TX 77042FaxThe smallest element of data in a binarycoded valueSearch of Vessels in DistressThe system has 24 satellites plus 3 active spare satellites in six orbitalWhen this EPIRB becomes due for SBM in accordance with nationalByTotal 37. Vers. Reason for change. New ManualJotron AS. Jotron AS. Jotron USA, Inc. P.O.Box 54Norway. CramlingtonP.O.Box 23NorwayChangi Logistics Centre. Rear Office Block 0426. Dolasletta 7NorwayHouston, TX 77042PDF Version 1.4. Linearized Yes. Tagged PDF Yes. XMP Toolkit Adobe XMP Core 4.0c316 44.253921, Sun Oct 01 2006 171439. Creator Tool Adobe InDesign CS6 Windows. Instance ID uuid5ddd97a451b14f66b776fc5fc5b4d53b. Original Document ID xmp.did9B6832327BEAE0118401856E8D168924. Document ID xmp.id89DF4C37B5D7E3118297EB247C73C5CE. Rendition Class proofpdf. Derived From Instance ID xmp.iid88DF4C37B5D7E3118297EB247C73C5CE. Derived From Document ID xmp.didE9BDE97861D0E311BB5BC846F57CDFFF. Derived From Original Document ID xmp.did9B6832327BEAE0118401856E8D168924. Derived From Rendition Class default. History

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