



KONGSBERG

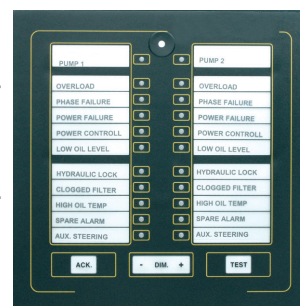
NEW GENERATION ALARM SYSTEM

BRIDGE

ALARM PANEL

Optional autostart signals.

Alarm text transmission to Voyage Data Recorder (VDR).



ENGINE CONTROL ROOM

ALARM PANEL

Common steering gear failure output to ship's main alarm system.

Alarm text transmission to ship's main alarm system (option).



KONGSBERG STEERING GEAR

New generation alarm system

General

The alarm system is designed according to latest SOLAS and IMO requirements. Type approved by DNV, BV, GL, LRS, RINA, CCS and ABS. For other societies, approval is obtained from case to case.

MAIN COMPONENTS

- Alarm panels for console mounting in the engine control room and on the bridge. One for each rudder.
- Alarm interface cards mounted in each motor controller.
- Alarm sensors placed in the motor controllers, control system unit, oil reservoir, steering gear and pump units.

STEERING GEAR ROOM



Description

- Alarm panels are provided with overlay (IP22), RAL 9011 and with flush mounted components connected to printed circuit boards.
- Each alarm panel includes:
 - Push buttons for alarm acknowledge and alarm test.
 - Alarm led's and buzzer.
 - Bridge panel with backlight and dimming.
 - Can bus based network.
 - NMEA card for text transmission (optional).
- Alarm interface cards are mounted in each motor controller with the following main components:
 - Terminals to alarm sensors.
 - Connection to Can bus.
- Typical steering gear alarms are:
 - Overload, phase failure, power failure pump, power failure controls, low oil level and hydraulic lock.
- Necessary power supply: 24VDC external supply (100W).
- Necessary cable type: screened twisted pair.

Advantages compared with existing alarm system

- No separate cabinet.
- Less cabling.
- Text transmission to VDR and ship`s main alarm system on RS422 NMEA.

Dimensions

- The outer dimensions and the cut-out dimensions of the alarm panels are not changed.

Alarm capacity

- The alarm capacity is large enough to meet future requirements.

