

Deres ref : IEC62288:2014

Vår ref : prc

Dato August 19.02.2018

Product change note – (SDME) Speed Logs

Products involved:

- EML224N-SA Graphic display with electronic unit JB60N2-SA
- CD401D1-SB. DL1 Compact display with JB60CD-SA Electronic unit
- CD401E1-SB. EML224 Compact display 1-axis with JB60CD-SA Electronic unit
- CD401E2-SB. EML224 Compact display 2-axis with JB60CD-SA Electronic unit
- DL850N27-SC. DL850 Display unit
- DL850D27-SC. DL850 Display unit, docking version

Issue description

From date 1. august 2016 A new version of regulation for display IEC62288:2014 Became obligatory on new vessels. This standard changed a number of systems, and this included all systems with alarms. A newer alarm methodology more suited for integration and remote alarm handling became obligatory in standard IEC62288:2014 through IMO resolution MSC302(87).

To keep Wheelmark (MED B) approval of the speed logs there are two alternatives:

- 1: Speed logs are defined as category B alert equipment. The previous functions known as alarm are now defined as alerts and is not mandatory functionality. Speed logs can keep Wheelmark certification by removing alarm functionality.
- 2: New alert and display functionality may be implemented fully.

In addition, the following changes are made:

- Some changes were made in graphics and colouring to fit the new standards
- NMEA input filtering and coms screen colouring of incoming messages are changed to meet the standard

Action taken:

All new SKIPPER speed logs must, and do, fulfil the new display and alarm requirements.

Speed logs with approved alert functionality (Speed Hi and Speed Lo) :

- DL1 multi. 1-axis STW speed log with CD402CU-SC Display and JB70D1-SA Electronic unit
- DL2. 2-axis SOG+STW speed log with CU-M001-SA/CU-M001-21-SA, Display and DL70D2-SA/JB70D21-SA Electronic unit.
- Combinations of these products (DL21)
- New versions of the Multi and Mini products.

Older generation speed logs listed in “Products involved” above, will keep their Wheelmark by removing of all alarm functionality.

This applies for systems delivered from August 2016. Systems delivered before this, may continue using older softwares with the speed alarms present.

Additional note.

As alarm/alert from speed log is and have not been a mandatory functionality, most speed log installations are without alarm integration.

Some vessels make use of the alarm functionality to feed autopilot or stabilizer an enable command inside allowable speed limits. All new generation speed logs + the DL850 speed logs have a “Speed limit” functionality that fulfils this requirement.

Best regards

SKIPPER Electronics AS.



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