









Alarms

The instrument generates an alarm when an input measure is above or below a defined threshold : pressure and D+ alarms are active only if engine is running. D+ and low oil pressure alarms are connected to physical inputs. If the alarm feature of the gauge must be used it is necessary to verify and adjust each threshold according to the engine manufacturer's specification as follows:


- Press left/right buttons to show the measure corresponding to the alarm threshold that must be changed.
- Press and hold both buttons for at least 3s. In the top left of the screen a "MIN" or "MAX" will appear to confirm the threshold calibration option is active
- Use left (decrease) and right (increase) buttons to adjust the threshold value and then press and hold for at least 3s both buttons to save the new value and return to standard operation.

When an alarm event occurs, the gauge activates the buzzer output (OUT1, closes to negative) and a pop-up window is shown in the multifunction display (see below). If more alarms are active at the same time, the pictogram or texts are displayed in loop with an interval of 2s. To silence the alarm press one of the two buttons. When an alarm is silenced but still active, the alarm pictogram will continue to pop-up every 10s.

- | | |
|---|--|
|  | High coolant temperature. Default alarm > 105°C for 5s. |
|  | Low engine oil pressure. Default alarm < 0.5bar for 3s. |
|  | High oil temperature. Default alarm >150°C for 5s. |
|  | Low gear box oil pressure. Default alarm <0bar (disabled). |
|  | Low fuel level. Default alarm < 10% for 15s. |
|  | Low voltage or D+ failure. Default < 10V or >32V for 10s. |
|  | Overspeed. Default > rpm full scale analogue indication. |
|  | Ignition fault / diagnosis (CANBUS) |

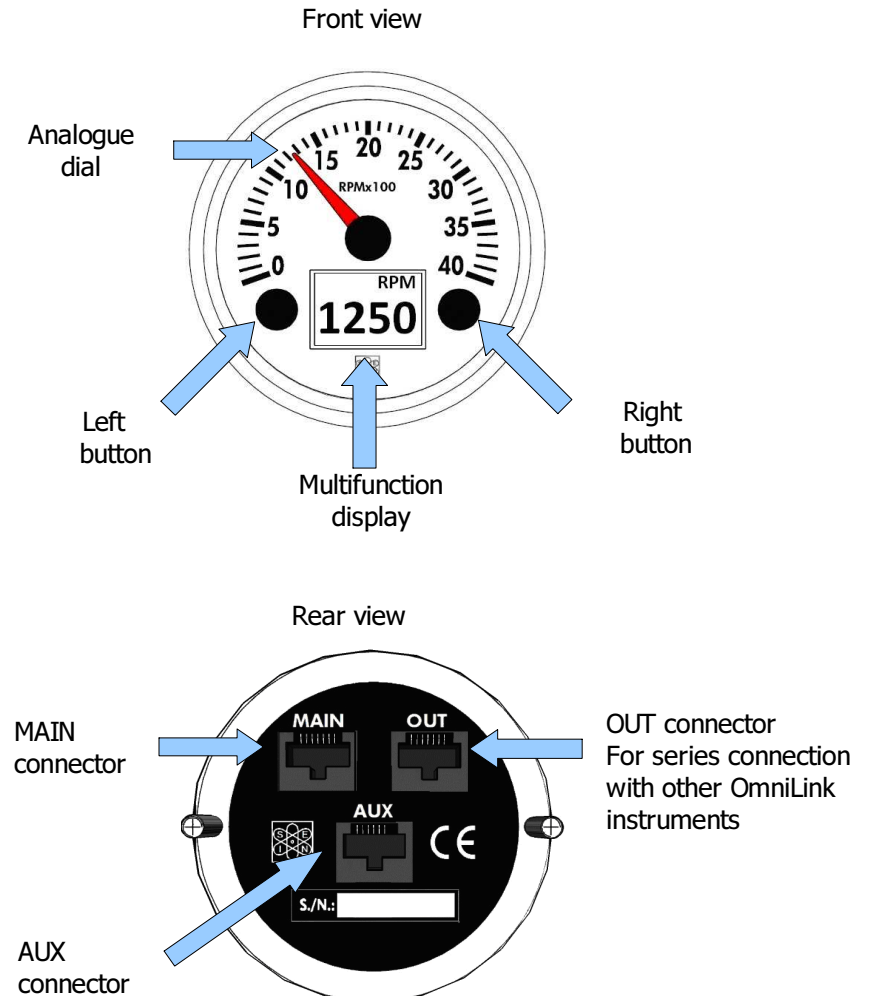
Maintenance, assistance and disposal

WARNING : use only water and a cotton/wool cloth to clean the glass. Don't use alcohol or any other cleaning products .

 The tachometer is a maintenance free product, no spare parts are available. At the end of its life cycle the tachometer must be disposed according the electronics disposal rules in force. For technical assistance please contact your dealer.

Multifunction Omnilink Tachometer User manual

M100906 - Rev 1.07_en



High grade RJ45 connectors. Complete harnesses available on demand

Installation, wiring and settings



Warning ! Installation, wiring and settings must be performed only by professional electricians. Please contact your dealer or our after sales service for assistance and additional information.

For a watertight installation install the instrument using the mounting stud and rubber gasket provided with the instrument. The front of the instrument must be protected by sun light when not in use. The rear of the instrument is not waterproof and must be protected against water, humidity and salt spray. Connect the instrument according the following wiring table :

Pin	Cable colour	MAIN	AUX	OUT
1	Orange/white	CAN H	NMEA0183 input	CAN H
2	Orange	CAN L	Buzzer output (OUT1) (max 50mA)	CAN L
3	Green/white	Battery negative	Aux output (OUT2)	Battery negative
4	Blue	Battery positive	Oil pressure analogue input (A2)	Battery positive
5	Blue/white	Positive after key	Gear box pressure analogue input (A3)	Positive after key
6	Green	RPM frequency input (F1)	D+ alternator on/off input (D1)	Battery negative
7	Brown/white	Coolant temperature analogue input (A1)	Engine low oil pressure alarm (D2)	Available
8	Brown	Positive back-lighting	Fuel level analogue input (A4)	Positive back-lighting

Connect a 1A fuse in series to the battery positive input (MAIN, pin 4). The positive after key input (MAIN, pin 5) allows the instrument to return to zero safely when key is turned off. If only one power supply is available connect this input together with MAIN, pin4.

All the analogue inputs are programmed to be compatible with resistive signals (10-180ohm oil pressure and fuel level, 0-300ohm coolant temperature). Please contact your dealer for a list of compatible sensors. D+ alternator input (D1, AUX pin 6) may require an optional load resistor for the alternator to work properly. If D+ input is not used it must be connected to battery positive to avoid false alarms. Engine low oil pressure input (D2) is active to ground, leave unconnected if unused. Buzzer output (AUX pin 2) is a transistor output that closes to negative when active. An external low power (<50mA) buzzer may be connected with the positive to battery and the negative connected to AUX pin 2.

Rpm calibration

The instrument rpm calibration is only necessary if conventional frequency input (W) is used on MAIN pin 6. Please follow this procedure:

- Select the "Setup" page with left/right buttons and enter the menu by pressing and holding the left and right buttons for at the least 15s.
- With the left button select "RPM Setup" and press the right button to confirm.
- Press the left (decrease) and right (increase) buttons to adjust until the correct rpm value is displayed.
- To confirm the new calibration press and hold left and right buttons for 15s then select Exit and press right button to return.

Measures

In addition to the rpm value shown on the analogue dial, the following measures can be read in the multifunction display :

- Engine coolant temperature (A1 or CANBUS). Default alarm > 105°C for 5s.
- Engine oil pressure (A2 or CANBUS). Default alarm < 0.5bar for 3s.
- Engine oil temperature (CANBUS). Default alarm >150°C (disabled) for 5s.
- Gear box oil pressure (A3 or CANBUS) Default alarm <0bar (disabled) for 5s.
- Fuel level (A4 or CANBUS). Default alarm < 10% for 15s.
- Instantaneous consumption (CANBUS). No alarm.
- Accelerator position (CANBUS). No alarm.
- Engine torque % (CANBUS). No alarm.
- Turbo air pressure (CANBUS). No alarm.
- Vessel speed (NMEA0183 using sentence VTG or RMC).No alarm.
- Depth below keel (NMEA0183 using sentence DPT or DBT).No alarm.
- Fuel efficiency L/Nm (if both consumption and speed are available).No alarm.
- Battery voltage (Positive after key). Default alarm < 10V or >32V for 10s.
- Hourcounter (press and hold left+right buttons for 3s to reset the trip counter)
- Engine diagnostic (CANBUS).

In addition also other two pages dedicated to the instrument settings are available :

- Back-lighting dimmer (see below)
- Setup (used only for rpm calibration and after-sales service)

To scroll through the pages please use the left and right buttons. Each page is displayed only if the physical or CANBUS input is present so the actual number of pages and parameters displayed might change according installation. To **dimmer** the instrument it is possible to reduce the voltage at MAIN pin 8 (brown) or adjust the brightness in the dedicated "Dimmer" menu page, pressing and holding for 3 second the left (reduce) or right (increase) buttons. The diagnostic page shows "No fault code detected" or "Fault Press and hold keys to read".