



## Override Indicator

### Type 135-077

- 1 Description
- 2 Operating Instructions
- 3 Care, Maintenance and Shipboard Repair

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## Preliminary Remark

The documentation describes the system or the device incl. variations, functional extensions and special types.

An NG... designation behind the type number of a device refers to different variations listed at the beginning of the description.

Possible functional extensions are also stated at the beginning of the description and are designated in the description as a functional extension module (FEM).

If there are customer demands for modifications or complements, you will find them described in the Annex.

The contract for delivery is binding.

The first of the two reference numbers quoted in brackets (before the point) in the following description denotes the illustration, the second the individual part.

The devices or systems may differ from the illustrations, diagrams and drawings in minor details.

The right of alterations due to further technical development is reserved. The documentation delivered is not subject to the alteration service.

Should an additional expert guidance be required, the ANSCHÜTZ service stations throughout the world are at your disposal.

## CONTENTS

	<u>Page</u>
<b>1. Description</b>	<b>1- 1</b>
1.1 Application	1- 1
1.2 Construction	1- 2
1.3 Principle of Operation	1- 2
1.4 Technical Data	1- 3
<b>2. Operating Instructions</b>	<b>2- 1</b>
2.1 Control Elements	2- 1
2.2 Switching-on	2- 1
2.3 Carrying out Operation	2- 1
2.4 Switching-off	2- 2
<b>3. Care, Maintenance and Shipboard Repair</b>	<b>3- 1</b>
3.1 Care and Maintenance	3- 1
3.2 Shipboard Repair	3- 1
<b>Annex:</b>	
Circuit Diagram Signal PCB	135 D 077 HP010

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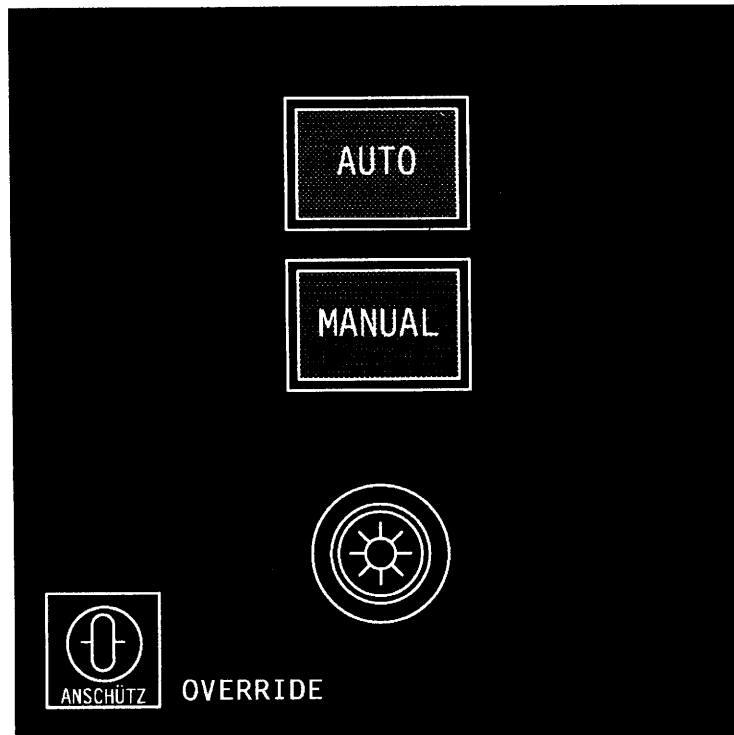
## 1. Description

### 1.1 Application

The override indicator is a control and indicating device for steering control equipment. It is used on board ships whose autopilot operation can be interrupted by hand control (e.g. override tiller).

In detail, the override indicator has the following functions:

- Indication of the instantaneous operating mode
- Audible alarm when the autopilot operation is interrupted by hand control (override tiller)
- Acknowledgement of the audible alarm
- Change-over from hand control back to autopilot operation.



**Fig. 1-1:** Override Indicator, Type 135-077, Front View

## 1.2 Construction

The override indicator consists of a modular plate (96 x 96 mm) equipped with two illuminated push-buttons and a dimming potentiometer.

Behind the modular plate, a signal PCB is mounted by means of spacers.

The signal PCB accommodates:

- a terminal strip for electric connection
- 3 relays
- 1 jumper for selection between internal and external brightness control
- a signal transmitter for audible alarm.

## 1.3 Principle of Operation

With the steering mode selector in position AUTO, the steering mode AUTO (autopilot operation) is activated, and – on the override indicator – the lamp H1 of the illuminated push-button B1 (AUTO) is alight. The control contact of the hand control (e.g. override tiller) is opened.

If the hand control is deflected during autopilot operation, the control contact closes. In addition to the lamp H1 (AUTO), the lamp H2 of the illuminated push-button B2 (MANUAL) lights up, and audible alarm is given. The relays D1 and D3 become energized and cause switching-through of the hand control to the steering gear.

By actuating the push-button B2 (MANUAL), the relay D2 picks up, the contact D2-C opens and the audible alarm ceases. The lamp H2 (MANUAL) remains alight.

At the end of the manual operation, the steering mode AUTO is re-activated by pressing the push-button B1 (AUTO). The relays D1 and D3 drop out. The lamp H2 (MANUAL) goes out.

If the steering mode selector is in a position other than AUTO, the override indicator is dark.

Brightness control of the illuminated push-button AUTO is either by the potentiometer of the override indicator or by an external dimmer. In the latter case, the jumper B2 on the signal PCB must be brought to position OFF. The brightness of the push-button MANUAL cannot be varied.

## Override Indicator

Type 135-077

### 1.4 Technical Data

Dimensions:	96 x 96 x 75 mm (width x height x depth)
Weight:	approx. 0.5 kg
Operating voltage:	24V DC
Type of enclosure:	IP 23 NG010 IP40 NG011 IP65
Temperature range:	-20° to +55°
Vibration:	GL characteristic 1 is complied with
Radio interference:	degree K acc. to VDE 0875

**2. Operating Instructions**

**2.1 Control Elements**

On the override indicator, the following control elements are provided:



– an illuminated push-button "AUTO" (blue)



– an illuminated push-button "MANUAL" (red)



– a potentiometer to be used as a dimmer

**2.2 Switching-on**

The override indicator has no ON/OFF switch of its own. It is supplied with operating voltage as soon as the steering mode selector of the steering control equipment is brought to position AUTO.

**2.3 Carrying out Operation**

If the steering control equipment is in an operating mode different from "AUTO" (autopilot operation), the override indicator is dark.

**AUTO**

If the steering control equipment is in the operating mode "AUTO" (autopilot operation), the push-button "AUTO" on the override indicator is alight.



**MANUAL**

If – with operating mode "AUTO" – the autopilot operation is interrupted by hand control (e.g. override tiller), the push-button MANUAL is additionally alight and



audible alarm is given.

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The audible alarm can be acknowledged by actuating the push-button "MANUAL".



If it is intended to change back from manual operation to autopilot operation again, the push-button AUTO is to be actuated.



The illumination of the push-button "MANUAL" goes out.



### Dimmer

If the override indicator is not connected to a central dimmer, the brightness of the push-button AUTO is to be adjusted by turning the potentiometer. The brightness of the push-button MANUAL cannot be varied.

## 2.4

### Switching-off

The override indicator is out of operation as soon as the steering mode selector is no more in position AUTO.

## 3. Care, Maintenance and Shipboard Repair

### 3.1 Care and Maintenance

The override indicator requires neither care nor maintenance.

### 3.2 Shipboard Repair

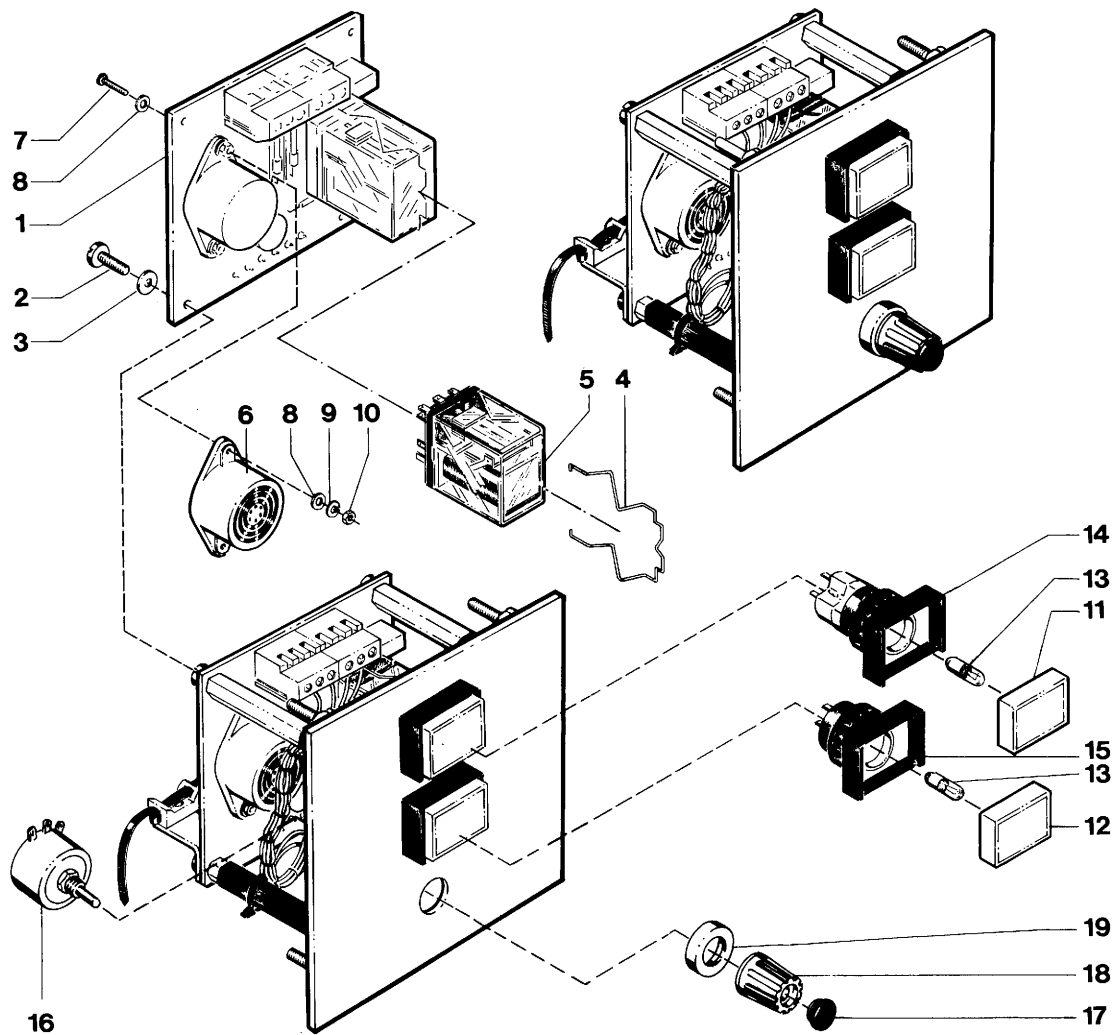
No repair is required on the override indicator except for exchanging lamps.

#### Exchanging lamps:

**Attention:** Before exchanging lamps, make dead the equipment !

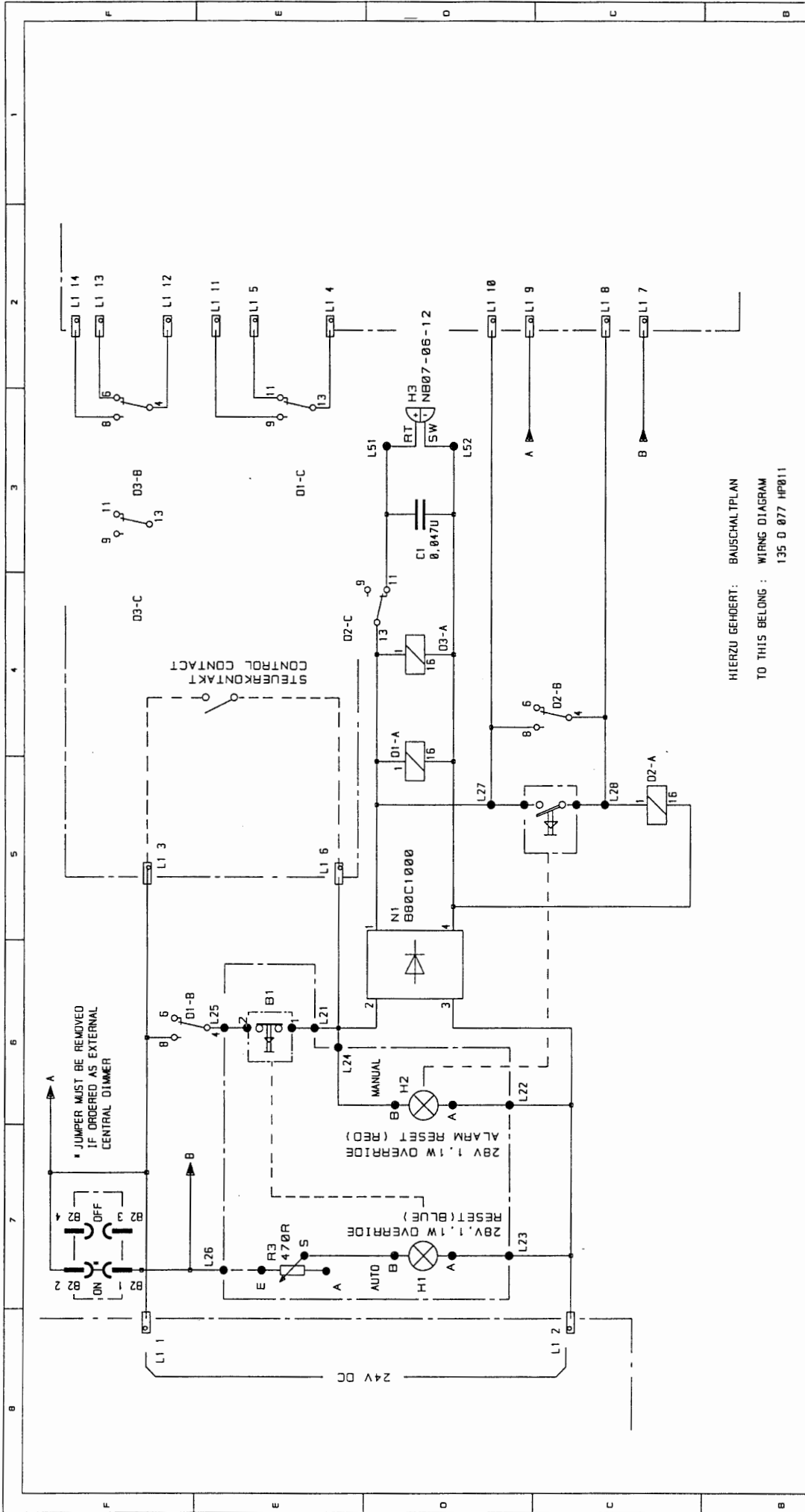
- Carefully draw off the two illuminated push-buttons.
- For removing the lamp, a tube is required.
- The tube is to be slipped on the lamp, turned, and then drawn out again together with the lamp.
- Re-assembly to be made in reverse order.

# Override-Anzeige OVERRIDE INDICATOR Type 135-077



POS.	Lager-Nr. STOCK-NO.	Benennung	DESIGNATION	Zeichnungs-Nr. PART-NO.	Stck. QTY.	Bemerkungen REMARKS
1	3.605 678	Signalkarte	SIGNAL PCB	135-077.02	1	
2	1.607 172	Schraube	SCREW	M 4x10 DIN 7985 A4	4	
3	1.620 856	Scheibe	WASHER	4,3 DIN 125 HP	3	
4	1.791 405	Haltebügel	RETAINING CLIP	NB 14-235.00-030	1	
5	1.780 278	Kammrelais	RELAY	V 23154-C 0704-B 104	1	
6	1.502 402	Summer	BUZZER	NB 07-006.00-012	1	
7	1.607 260	Schraube	SCREW	M 2,5x10 DIN 7985 A4	2	
8	1.620 666	Scheibe	WASHER	A 2,7 DIN 125 A4	4	
9	1.620 193	Federring	LOCK WASHER	A 2,5 DIN 128 A4	2	
10	1.610 126	Mutter	NUT	M 2,5 DIN 934 A4	2	
11	3.509 718	Kappe "AUTO"	CAP "AUTO"	NB 02-284.00-601	1	
12	3.509 715	Kappe "MANUAL"	CAP "MANUAL"	NB 02-284.00-201	1	
13	1.710 165	Glühlampe	LAMP	Nr. 31-963.60 (60V/1,2W T 1 3/4)	2	
14	1.500 585	Leuchttaster	LUMINOUS BUTTON	NB 14-230.00-021	1	
15	1.502 453	Meldeleuchte	LUMINOUS INDICATOR	NB 12-050.00-015	1	
16	1.502 503	Drehwiderstand	POTENTIOMETER	NB 07-001.00-023 (5,6kOhm ± 10% 4W)	1	
17	1.502 129	Deckel	COVER	NB 08-011.00-005	1	
18	1.790 531	Knopf	KNOB	NB 08-001.00-005	1	
19	1.502 131	Mutternabdeckung	WASHER	NB 08-001.00-034	1	

Since further development may necessitate making modifications to existing equipment, its conformity with the relevant illustrations and drawings is not always ensured. ANSCHÜTZ will be under no liability whatever that may arise from any such differences.



HIERZU GEHÖRT: BAUSCHALTPLAN  
 TO THIS BELONG: WIRING DIAGRAM  
 135 D 077 HP011

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