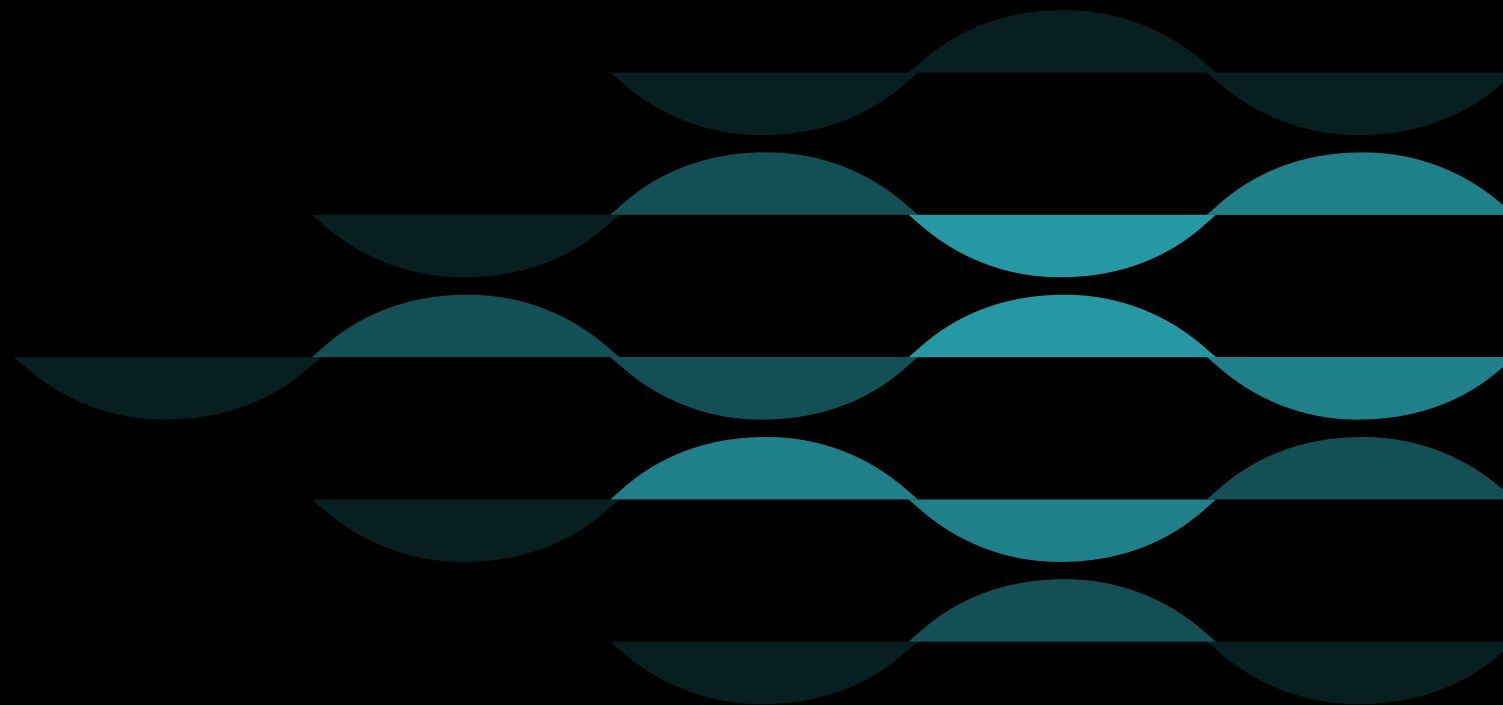
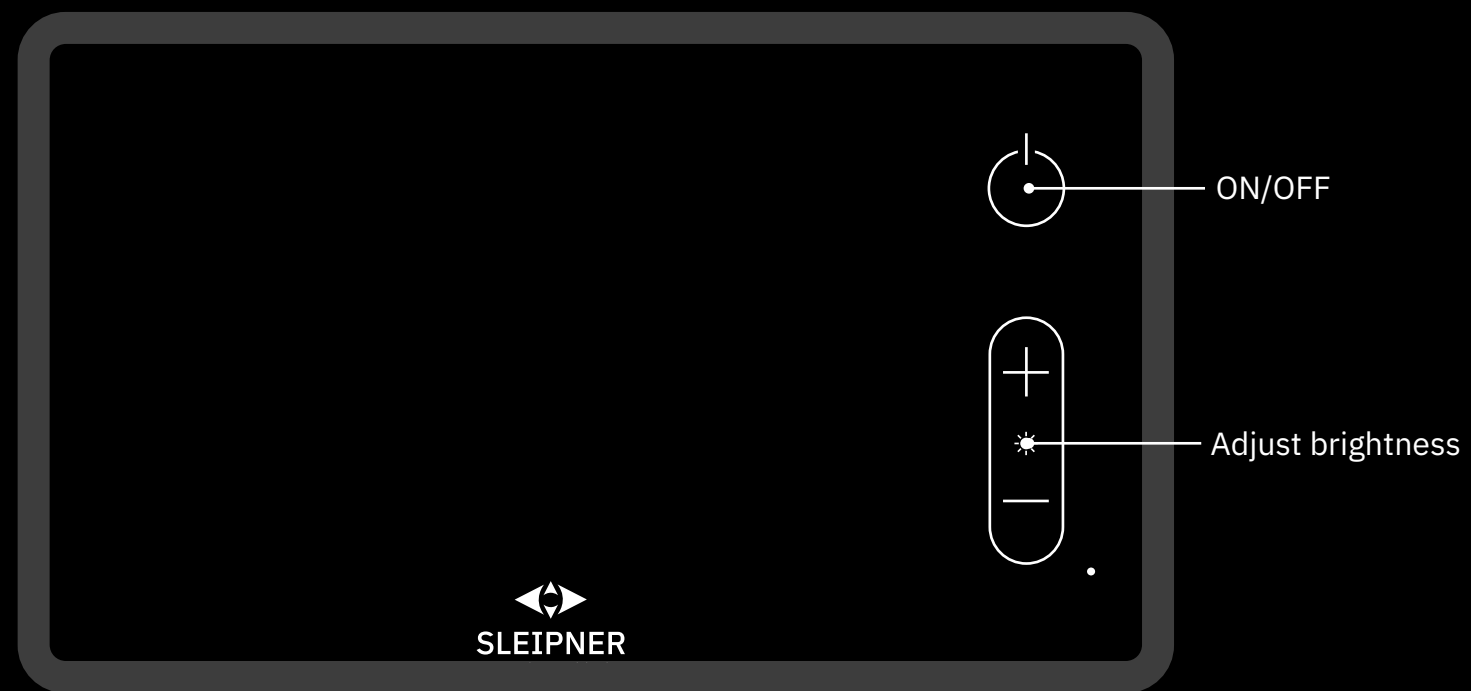


INTERACTIVE GUIDE

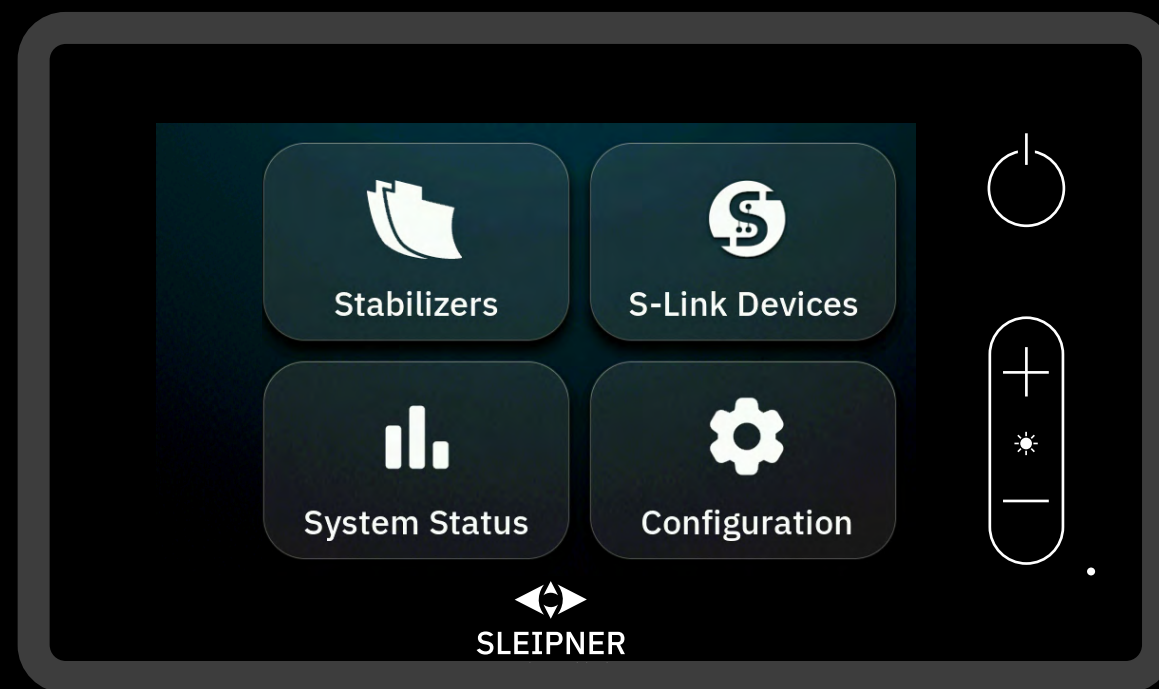
TP-43A

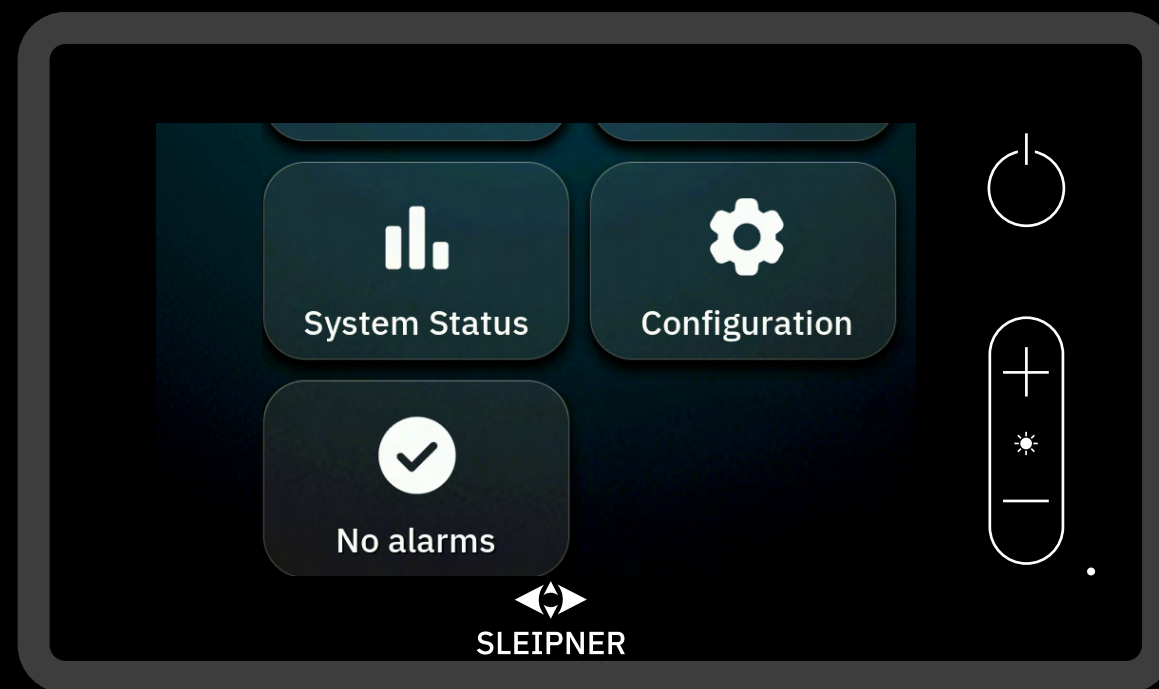
Electric Stabilizers
For Firmware v3.000

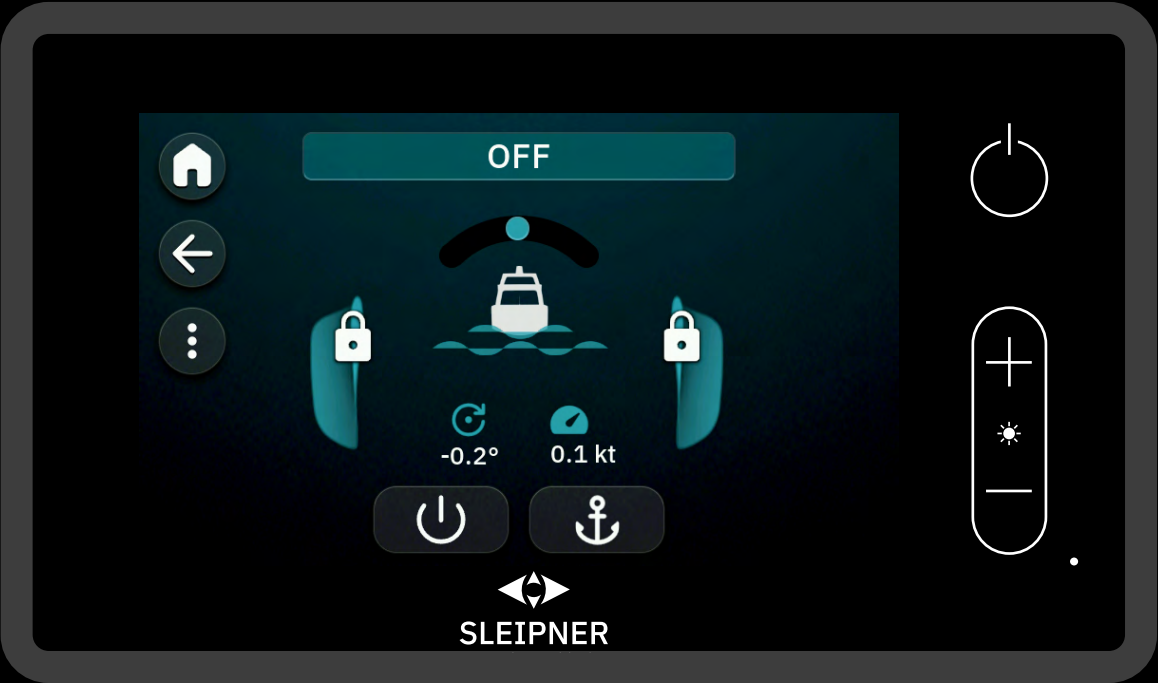




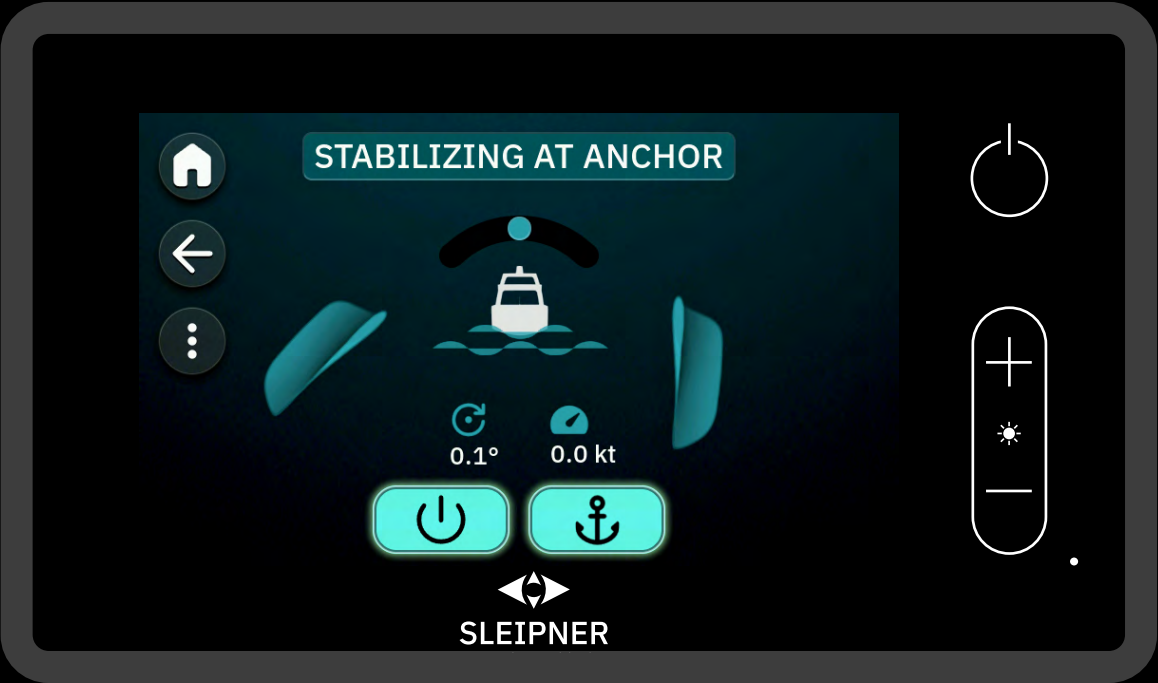
This interactive presentation simulates the navigation of menus of the stabilizer panel fw. 3.000 for eSCU. This presentation is for guidance only and does not replace the official User Manual. Always refer to the User Manual for complete instructions, safety information, and system limitations. It is possible to press on the buttons when the pointer changes to a hand, the corresponding panel view will then be shown. Start by pressing the on/off button.

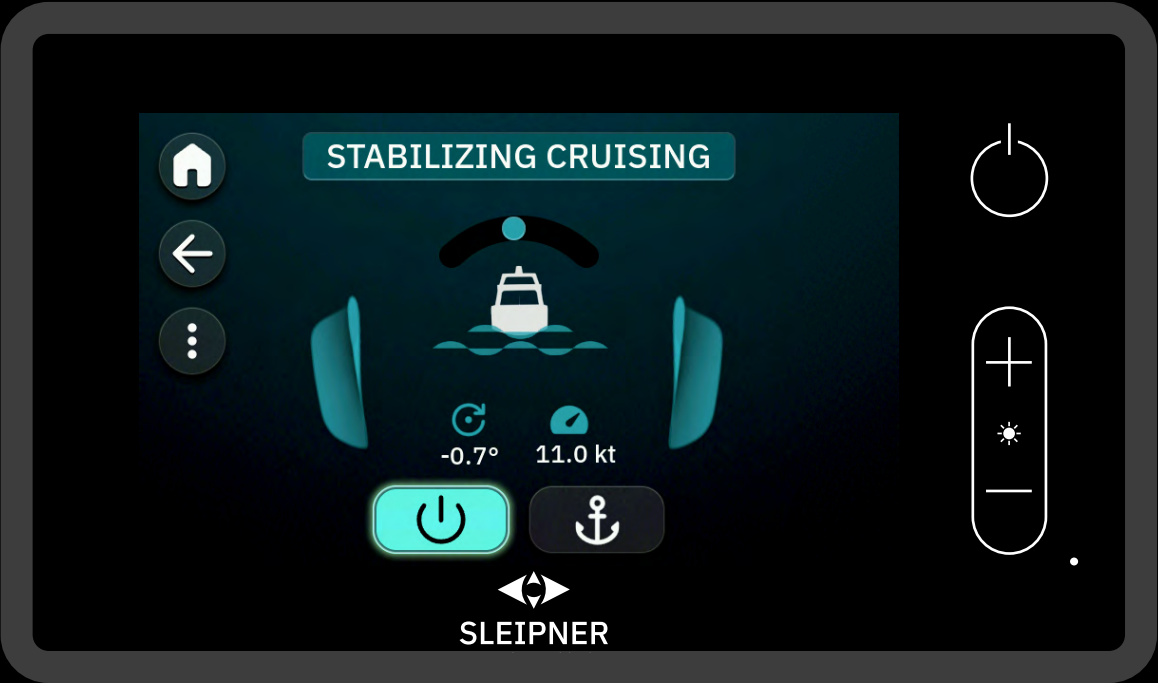


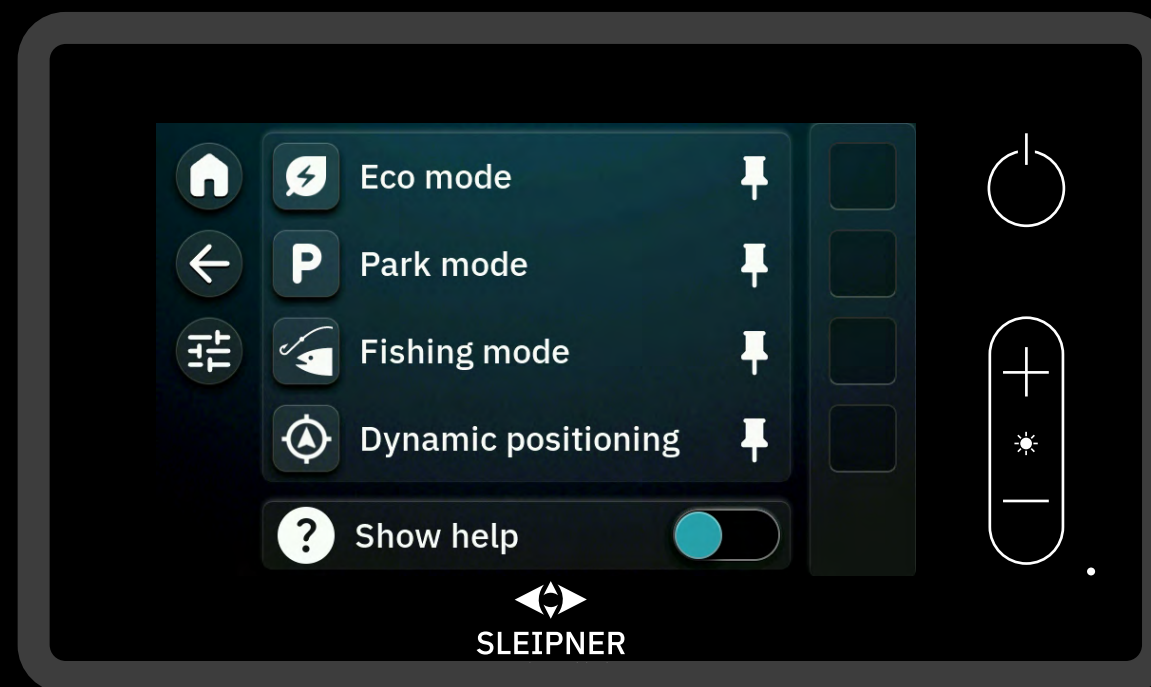












- **Eco Mode**

Reduces power use by limiting fin activity to essential corrections, suitable for moderate sea states and fuel-efficient cruising. Eco mode will reduce power consumption and at the same time the roll reduction efficiency. *(Max fin angular velocity is reduced to 60% when eco mode is enabled).*

- **Park Mode**

Enables an alternative locked fin position, where the fins can be positioned as not to protrude the boat's envelope. Manual confirmation is required for the fins to change position after selecting or de-selecting the mode.

- **Fishing Mode**

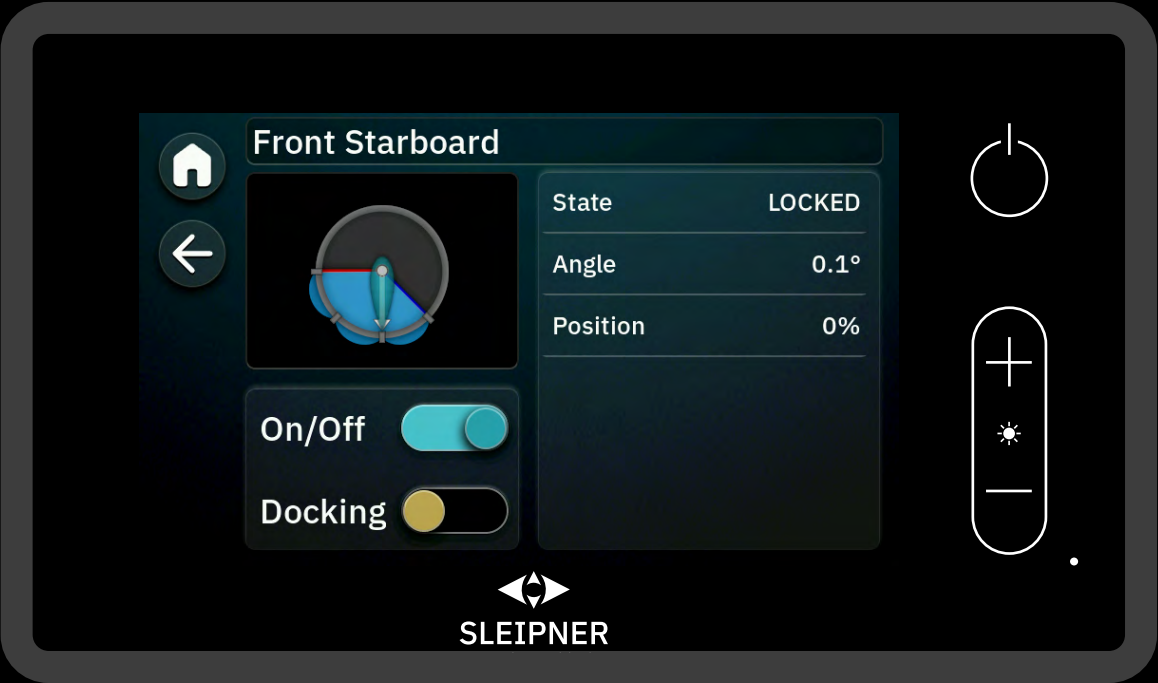
Protects the stabilizer fins during reverse movement. At low reverse speeds, the fins operate with limited movement, at higher reverse speeds, they free- float and stabilization pauses. Once the boat slows down, the fins recenter and lock automatically. This function works even if the stabilizer system is off. Speed limits are preset and not user-adjustable.

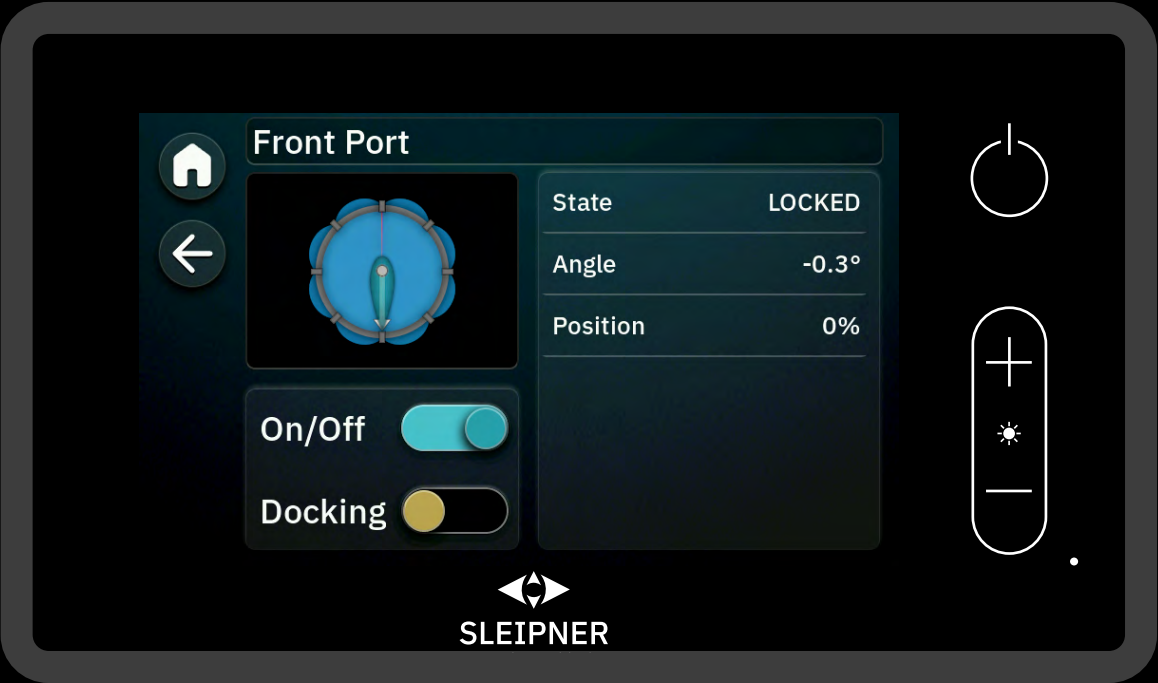
- **Dynamic Positioning**

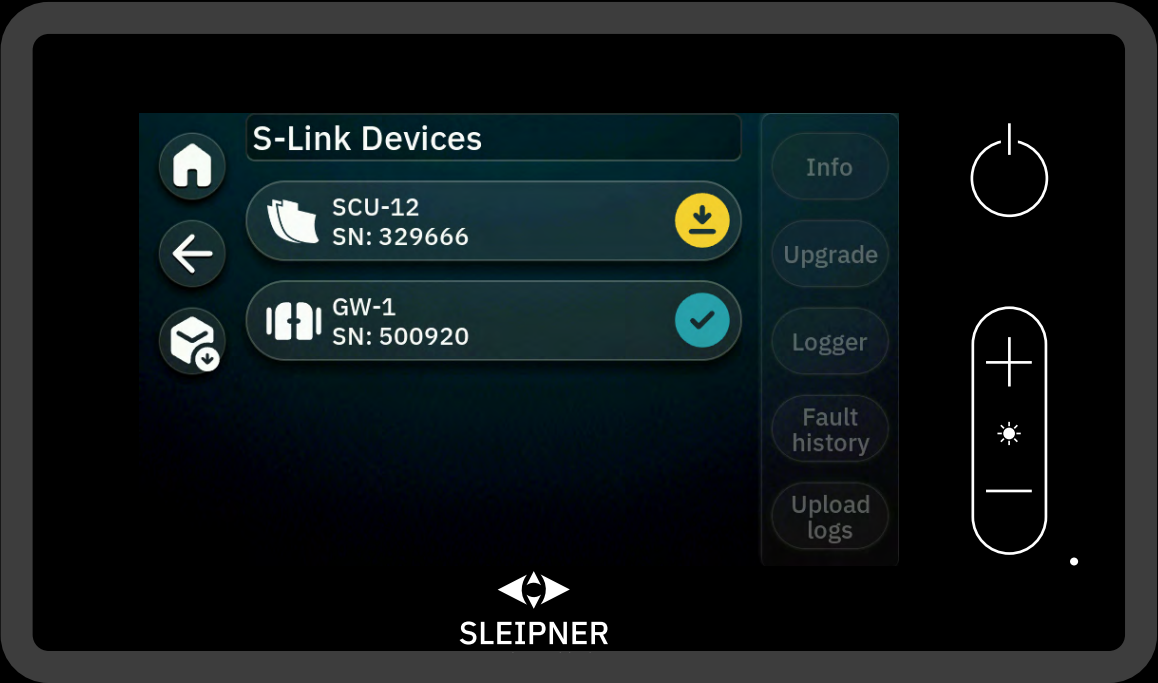
This will allow the system to operate even if the reverse is engaged, if the system is sensing that reverse is used to keep the boat in position, not to move it backwards.



Gain allows the operator to fine-tune system operation.
The cruising gain is connected to cruising P and D values.
Increasing the gain will both increase fin reaction and sensitivity to boat roll. If too high, the operation might be erratic.
Primarily used to reduce the fin action, if the system is properly set up.
The at anchor gain adjusts the fin acceleration.

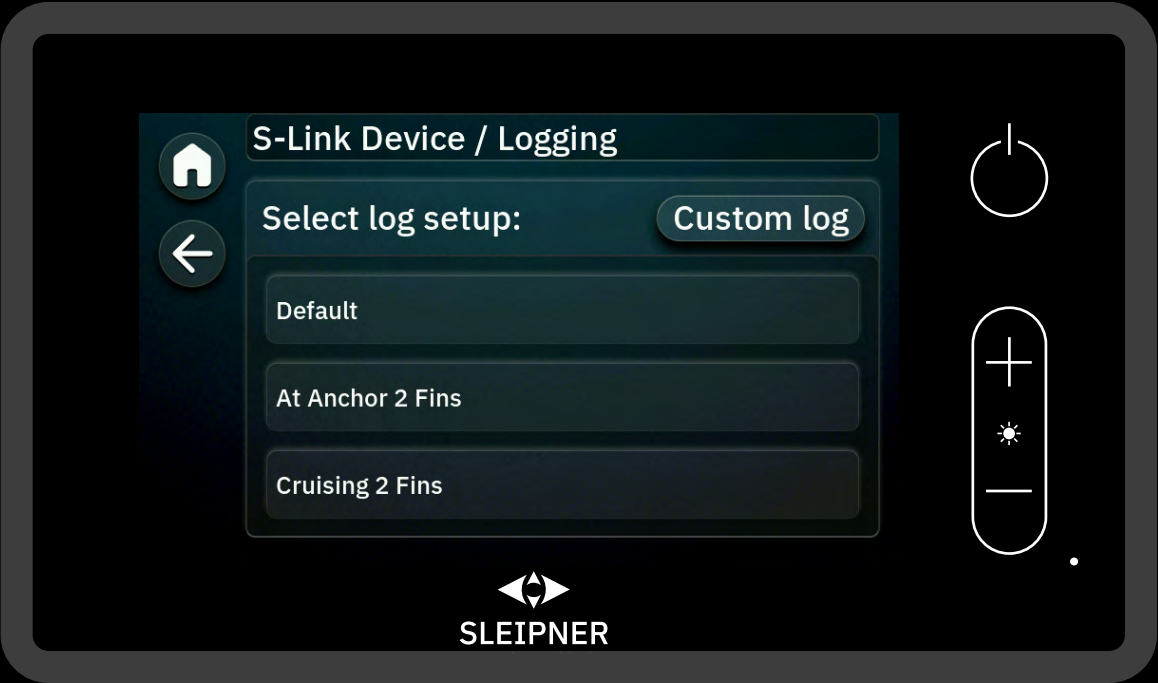


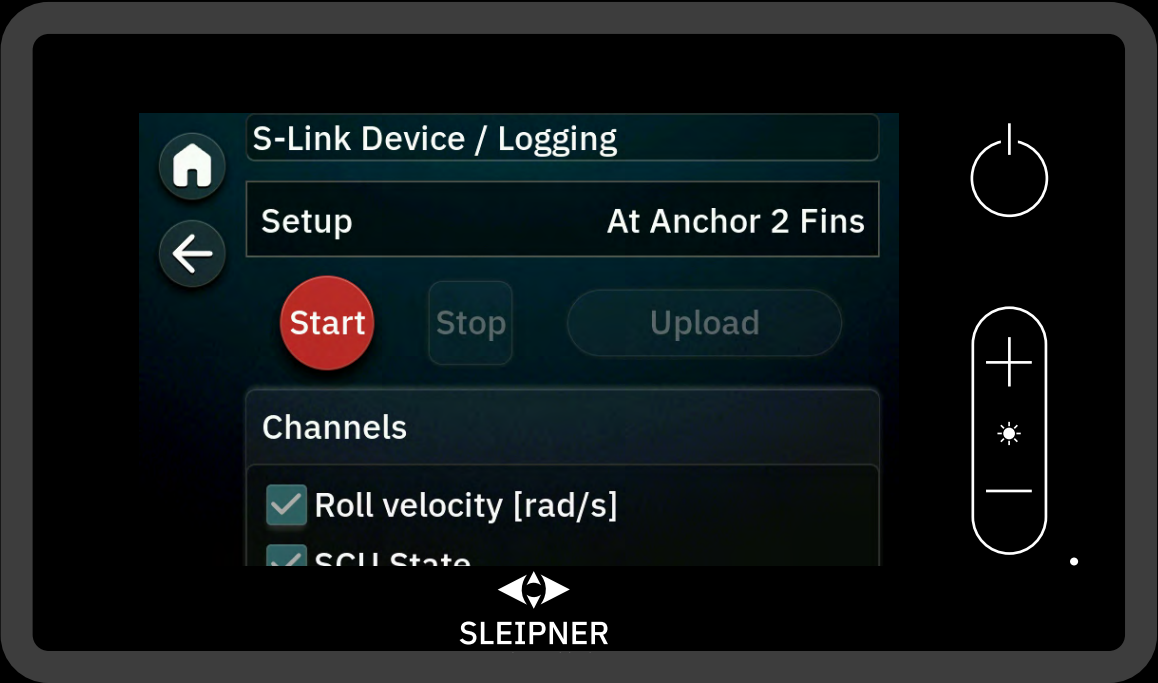


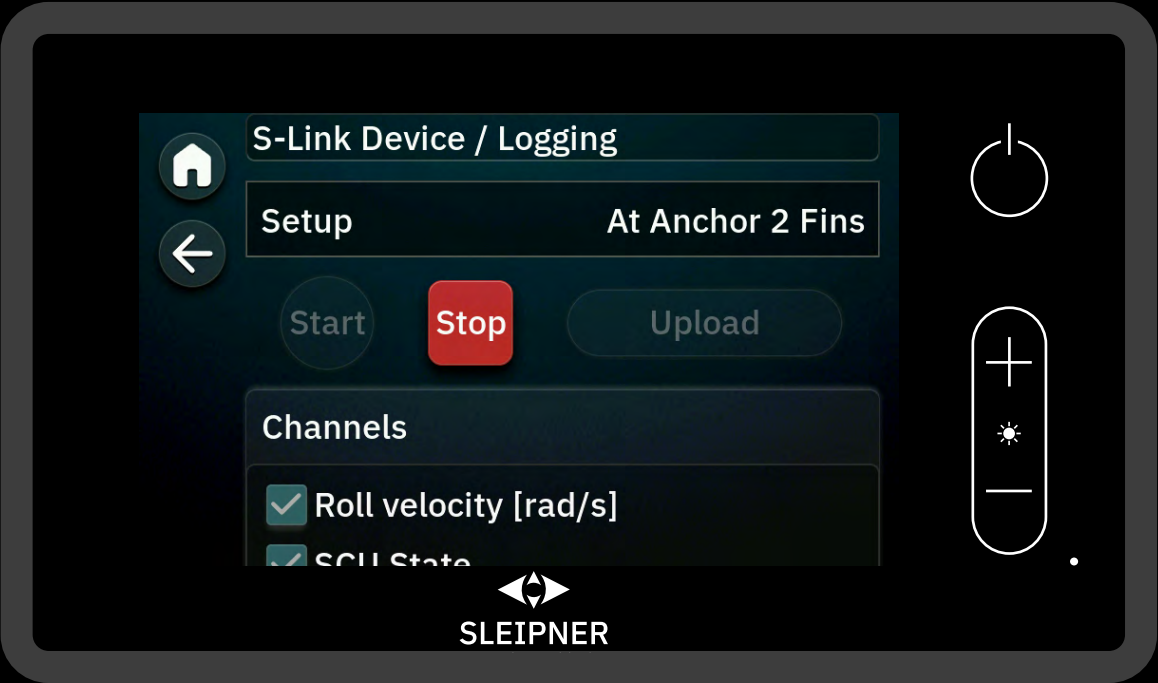


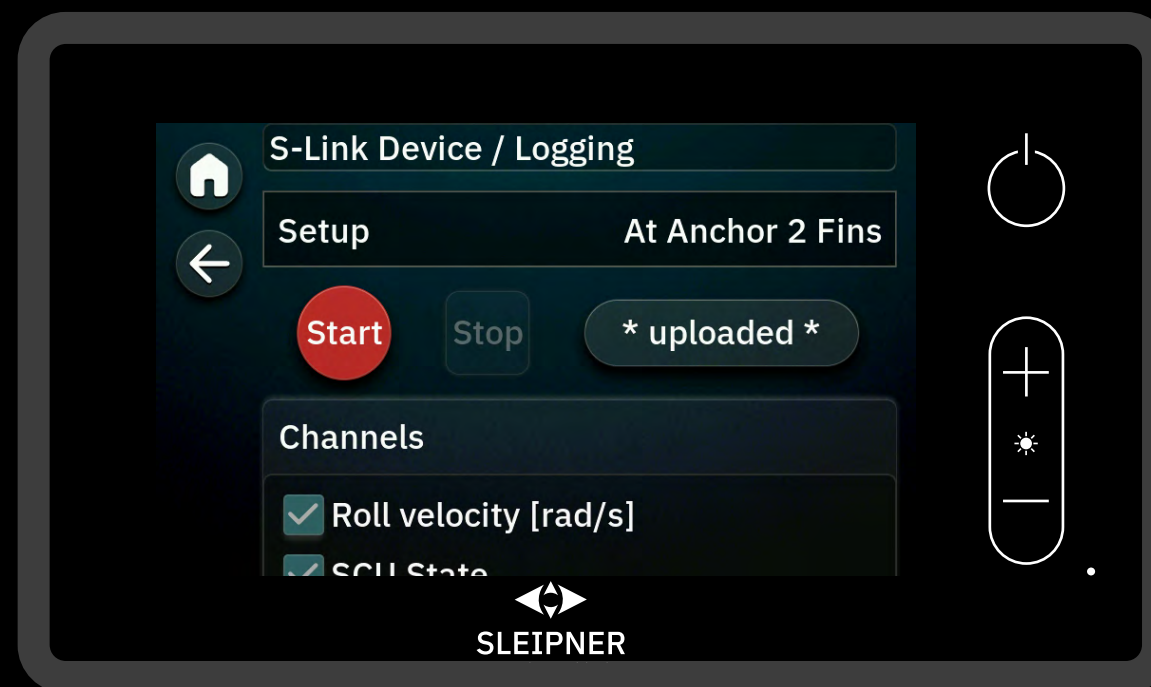








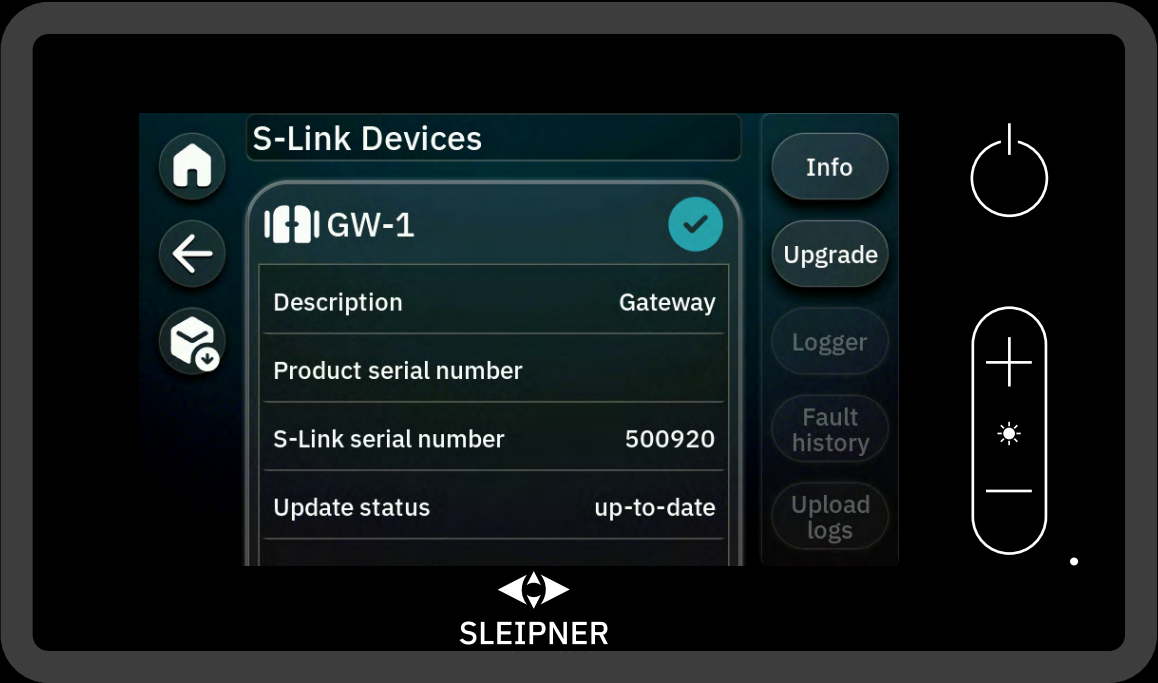


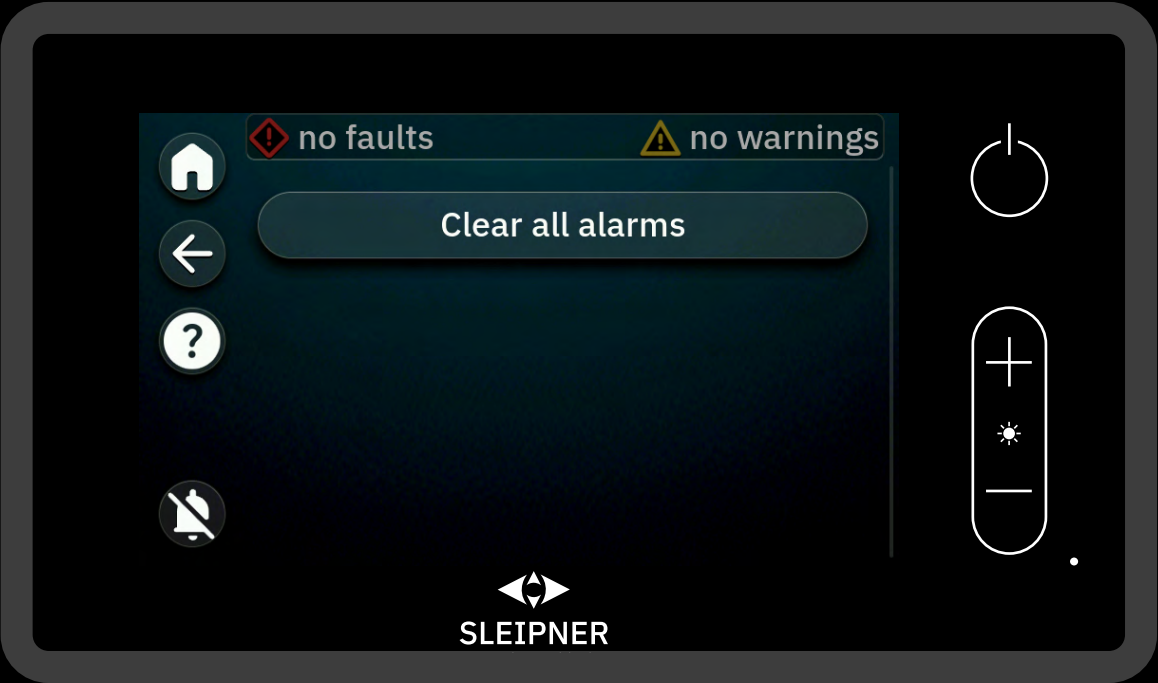










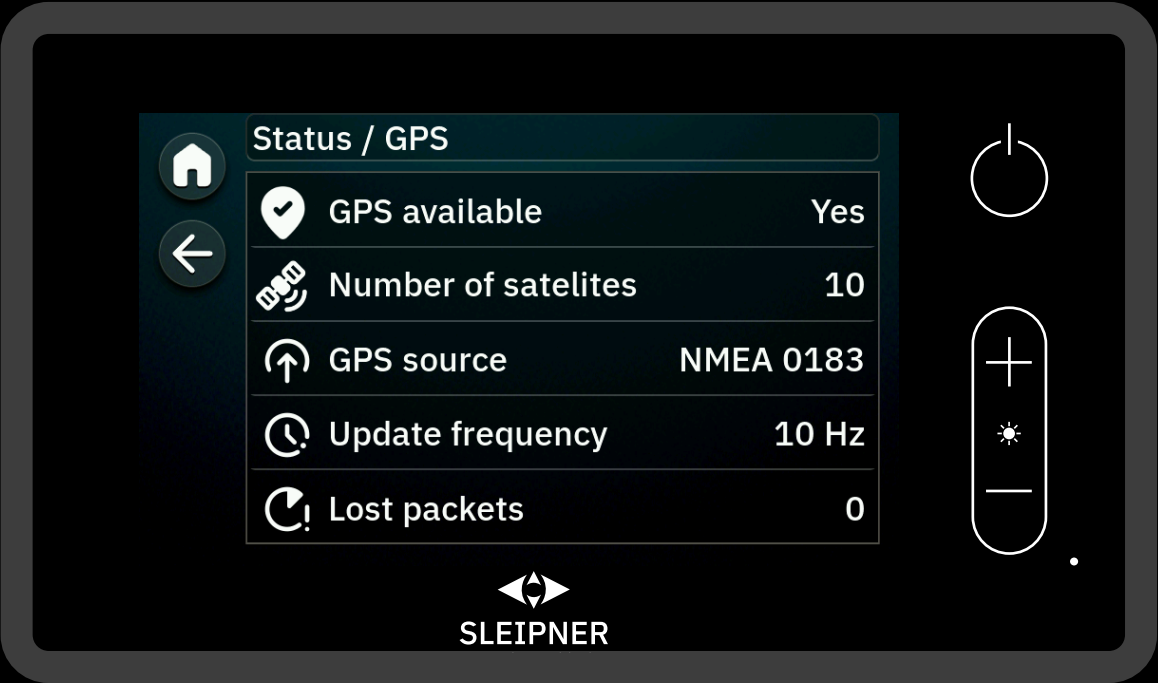




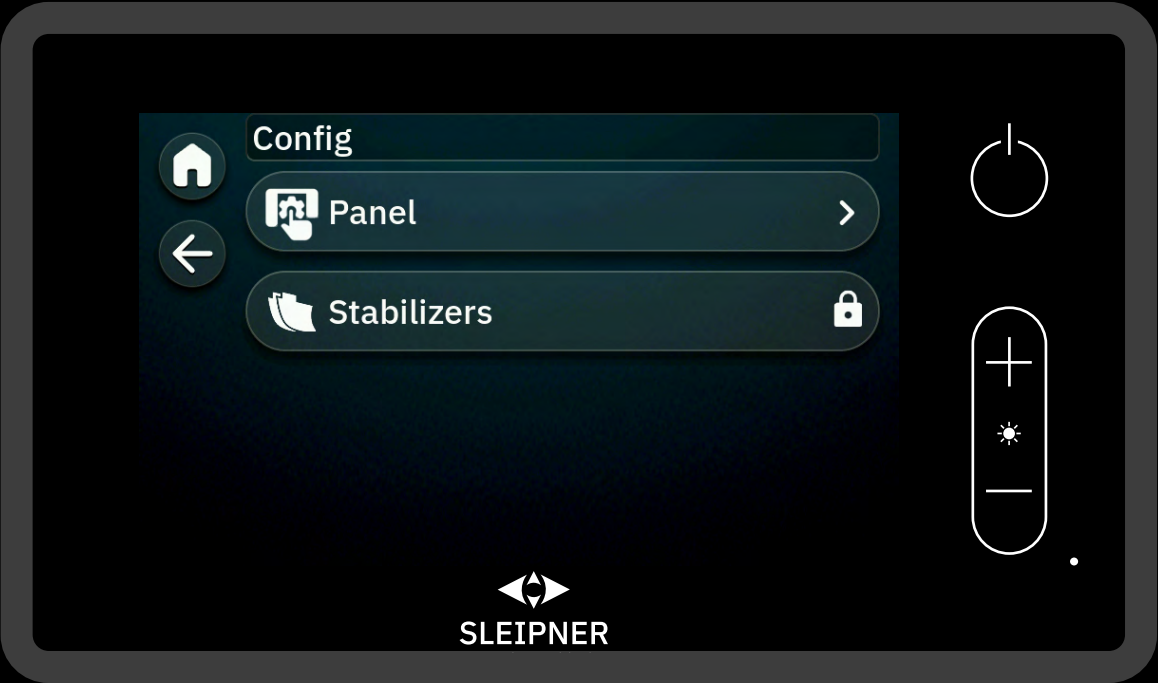


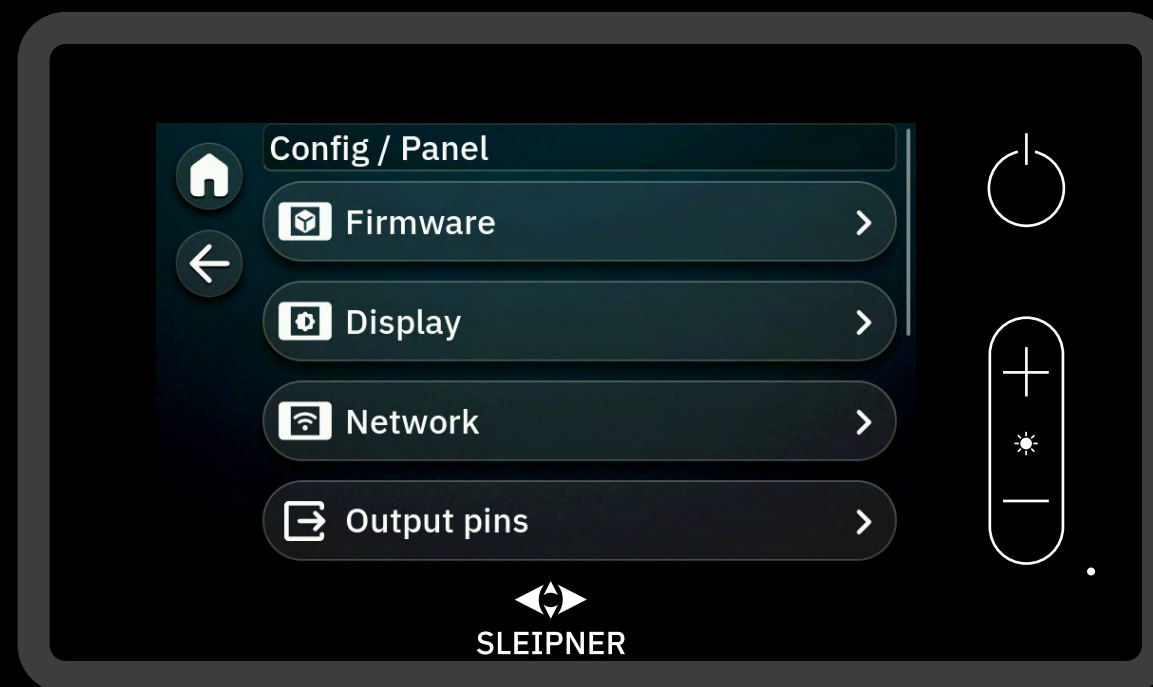


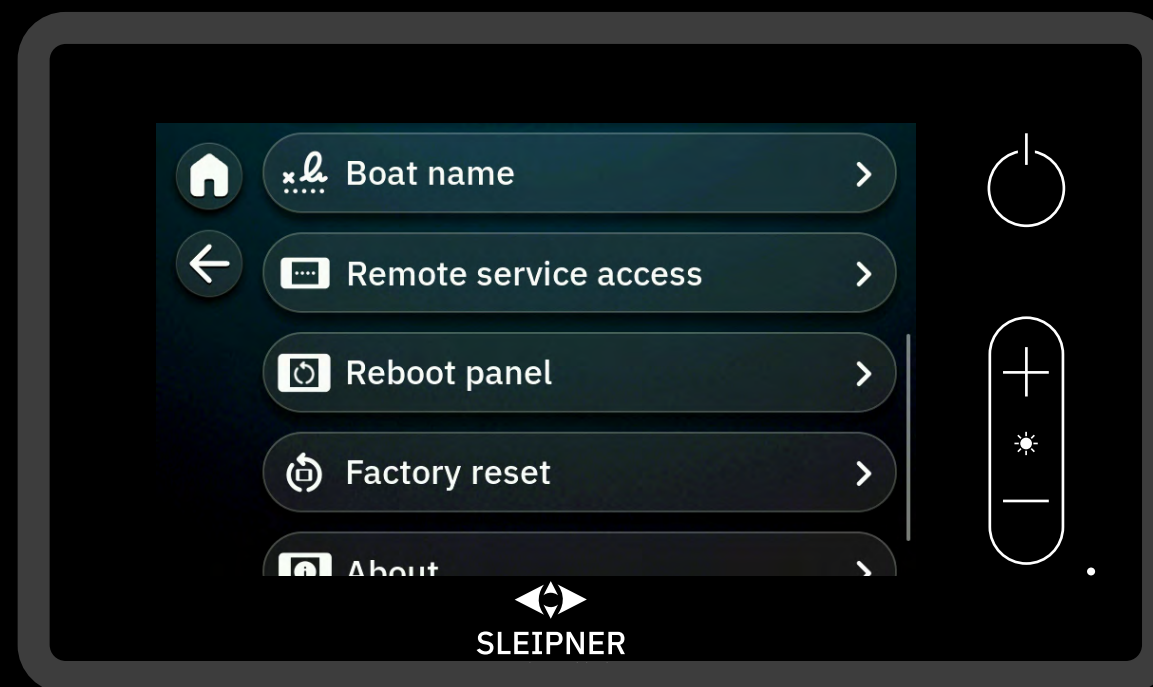


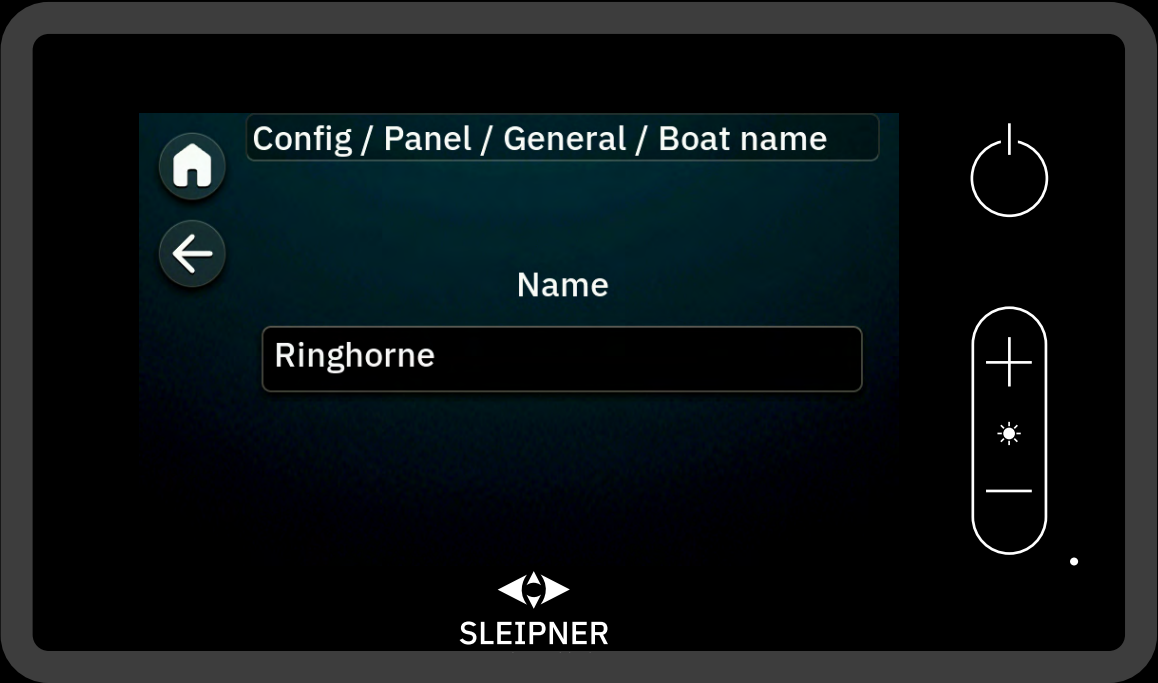


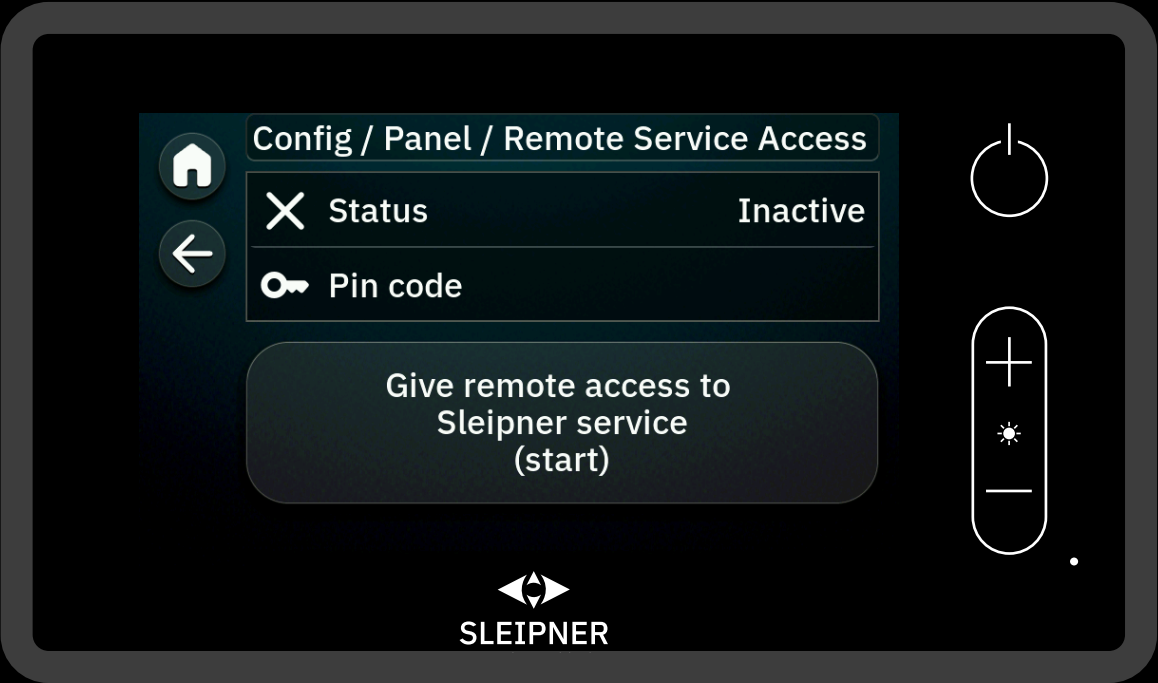


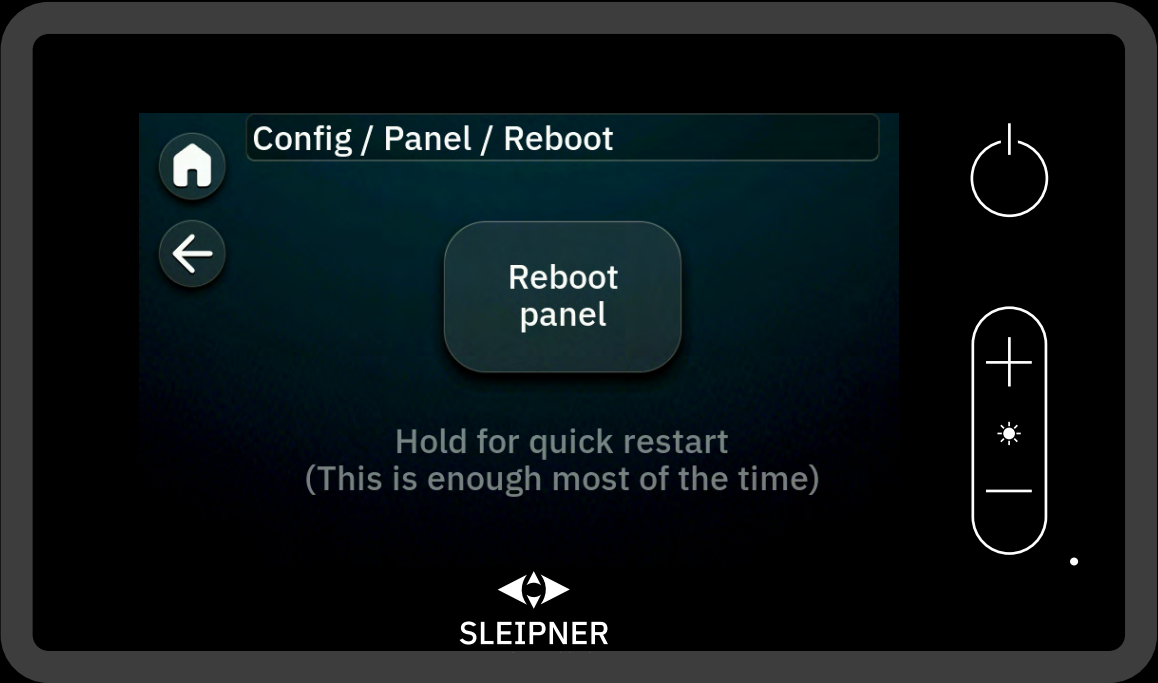


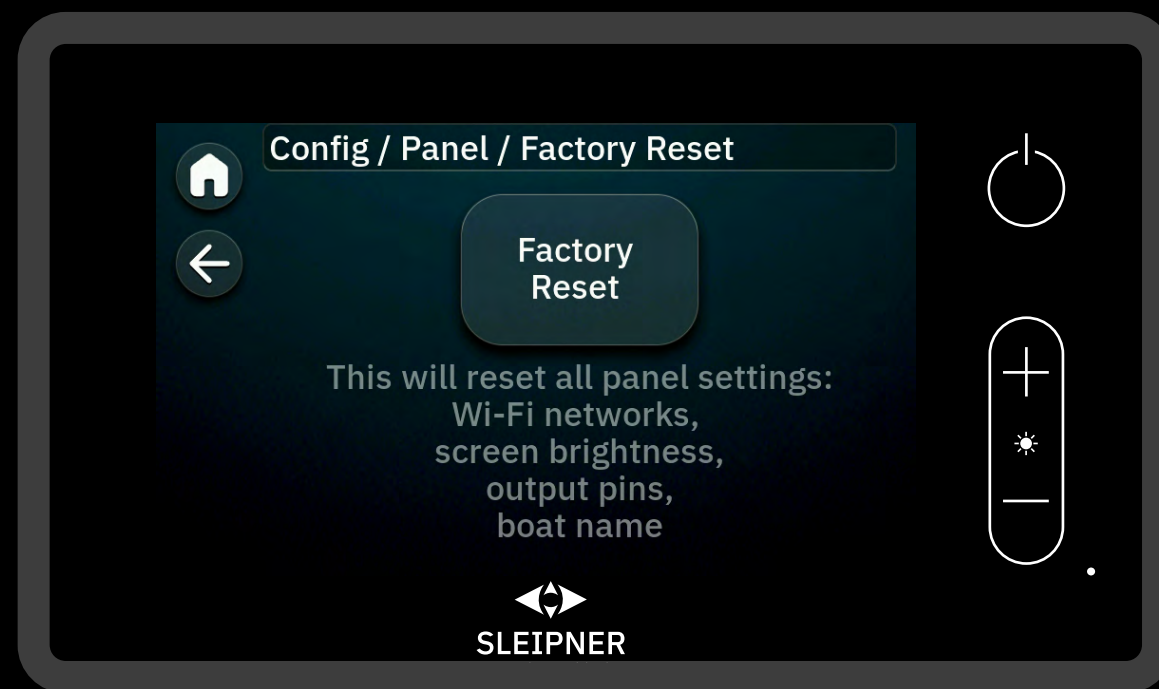


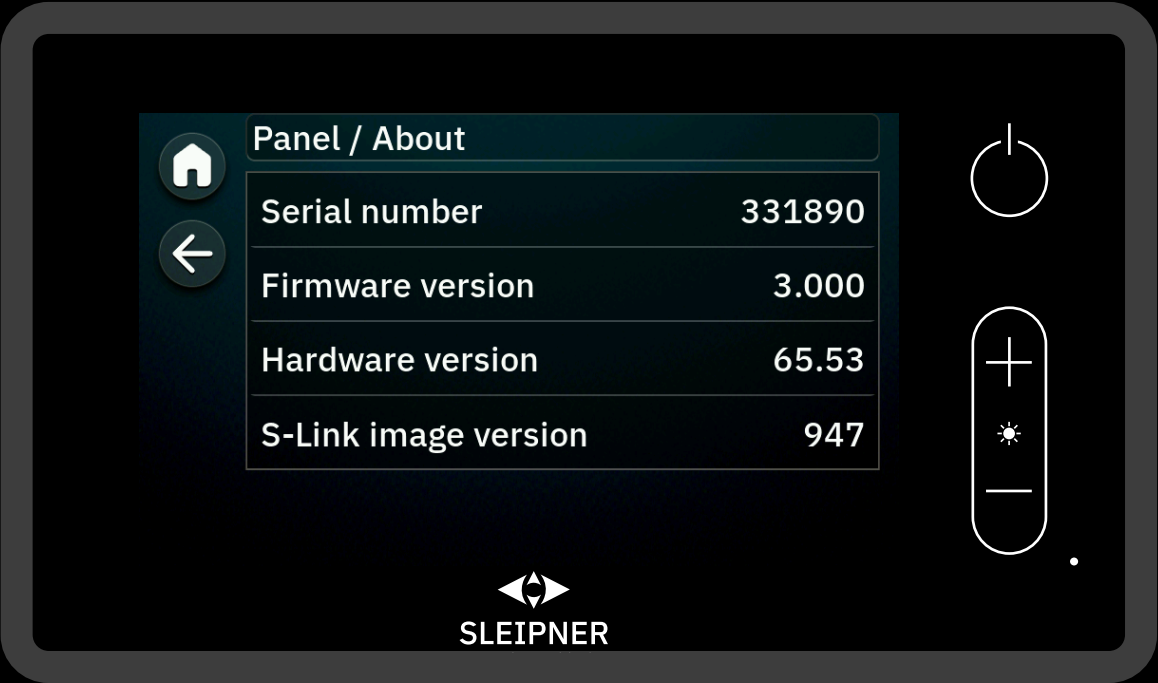


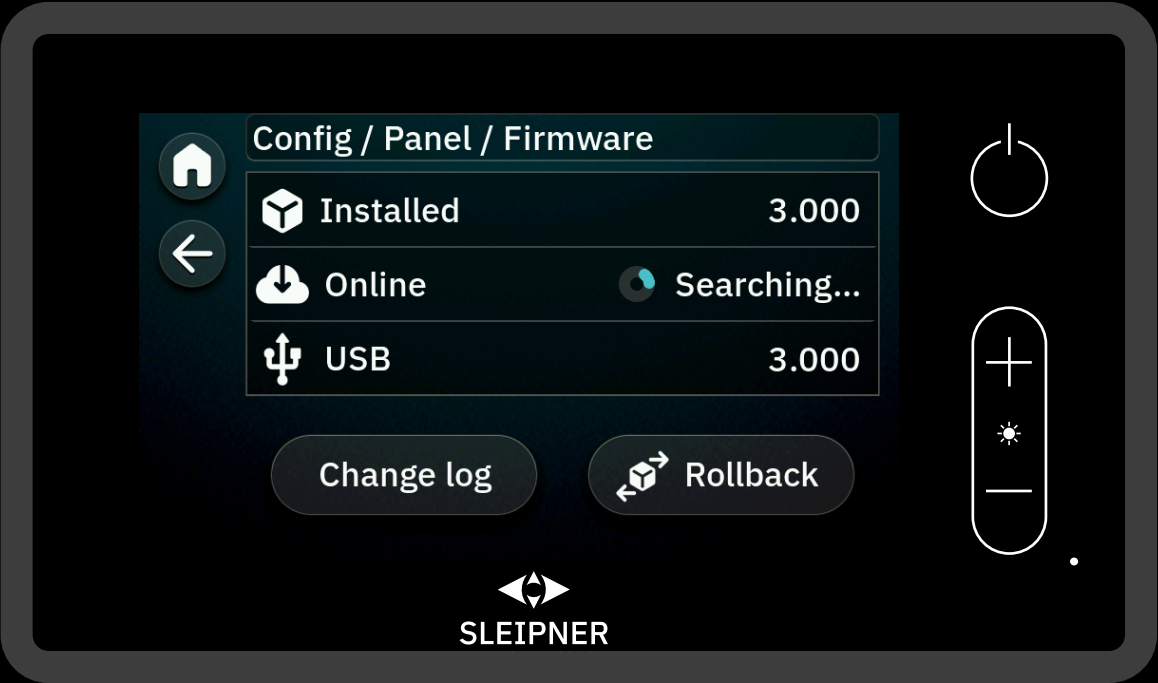


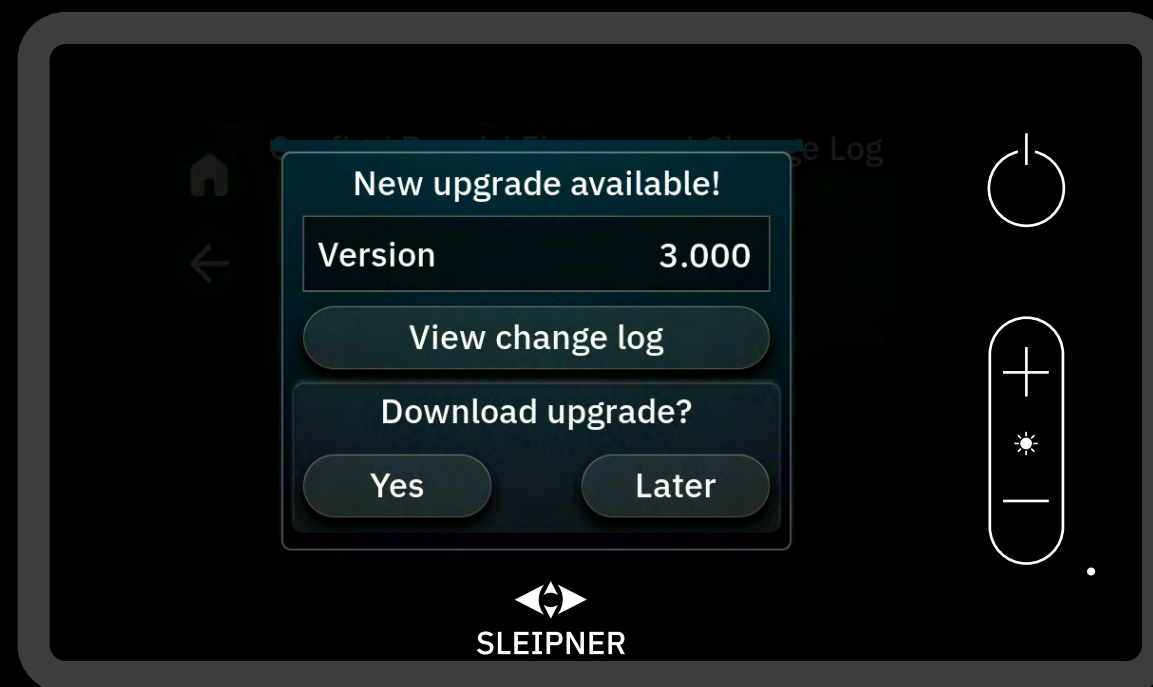


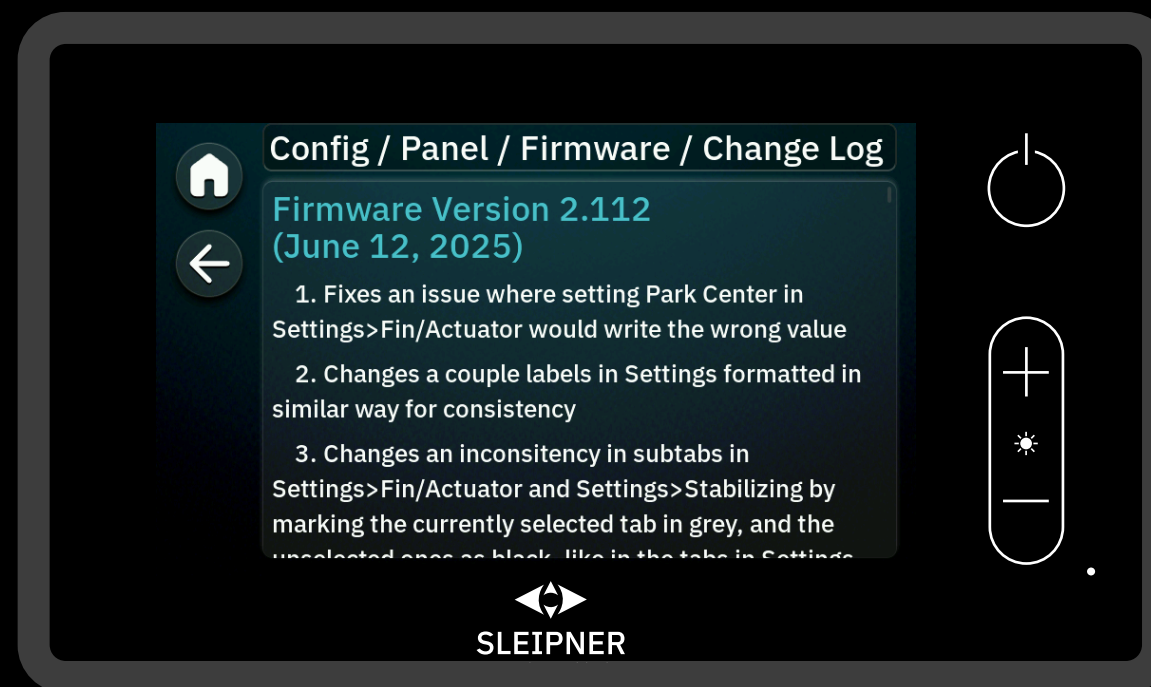


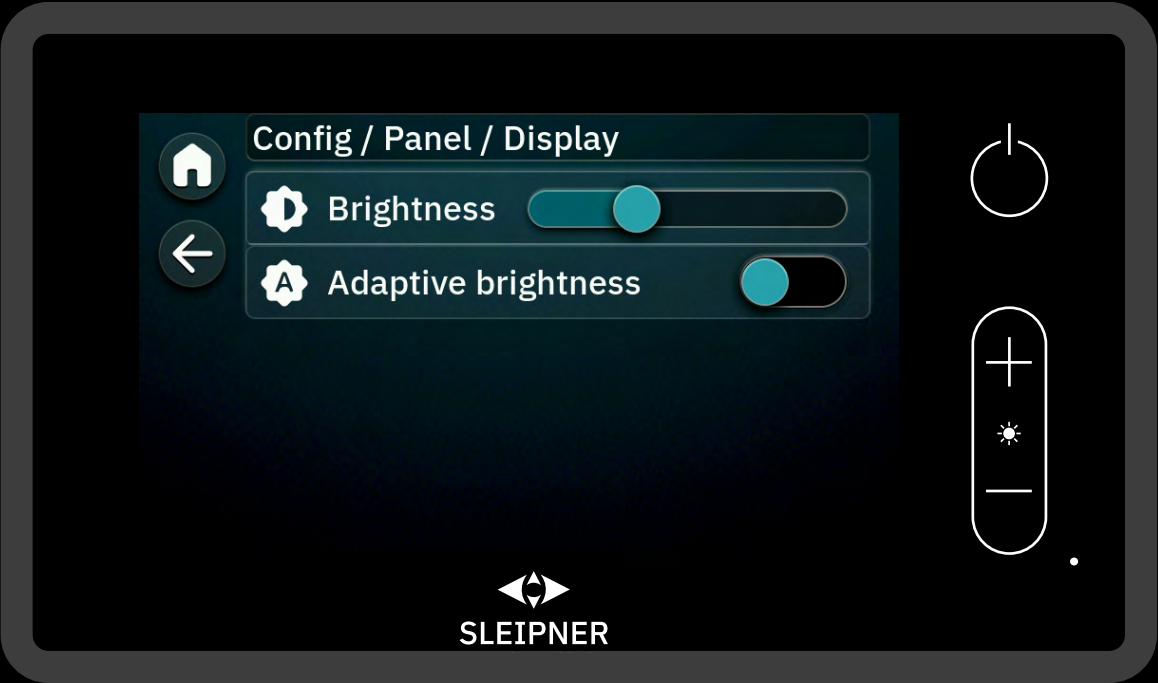


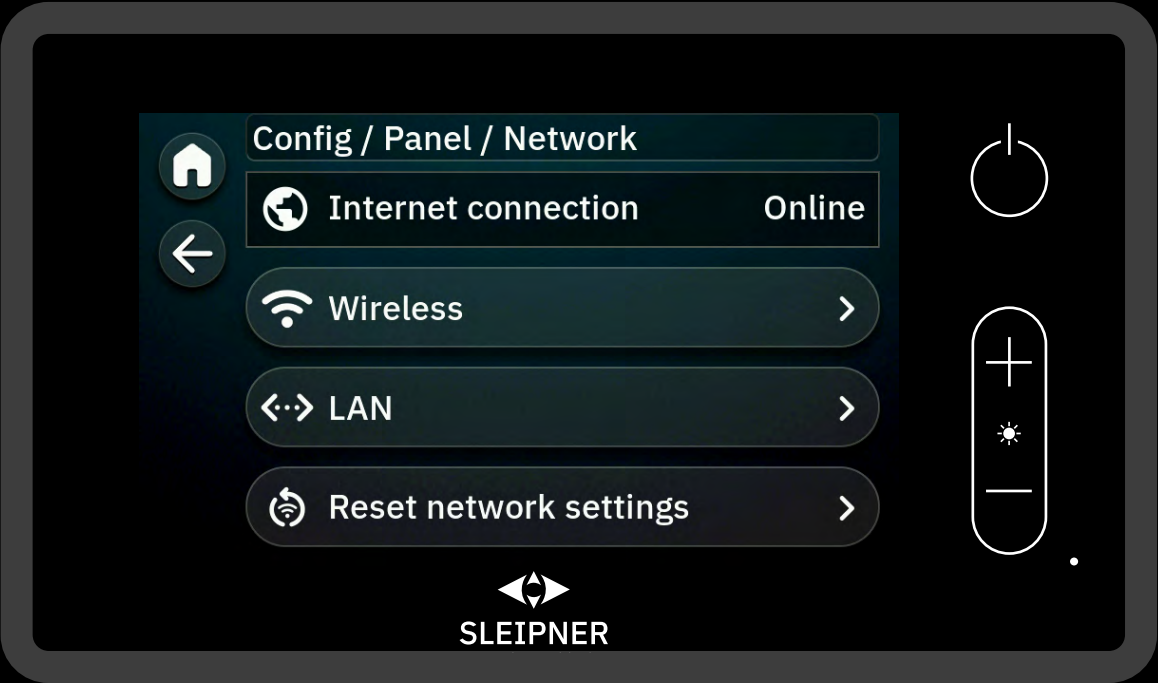




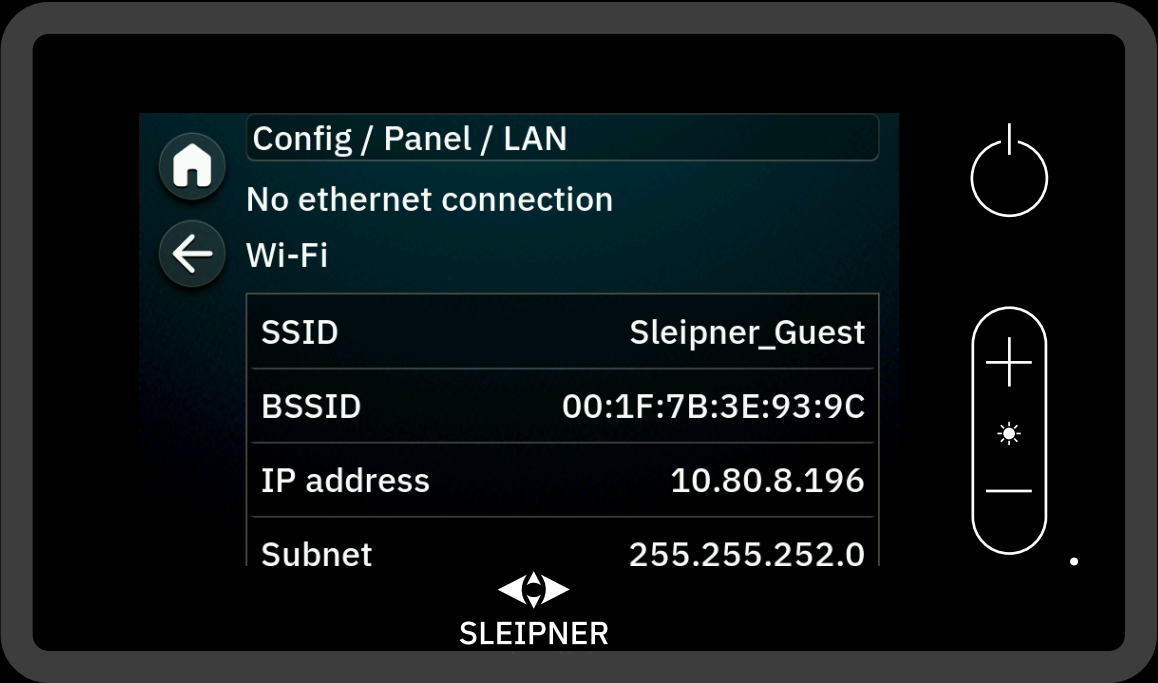


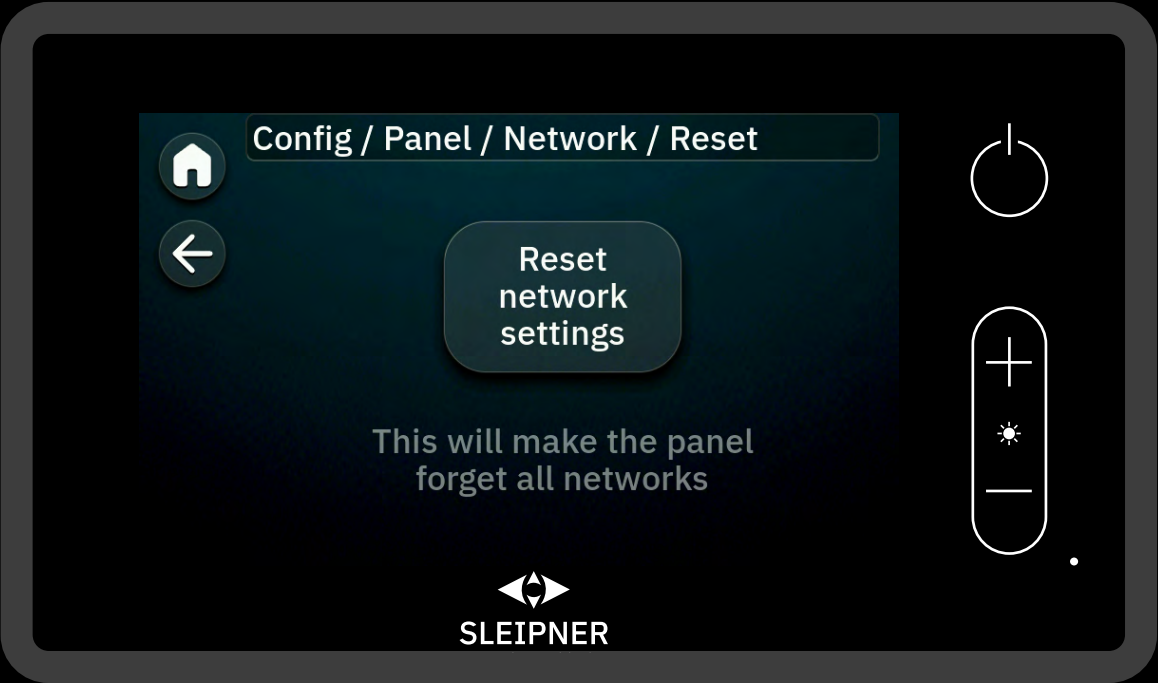


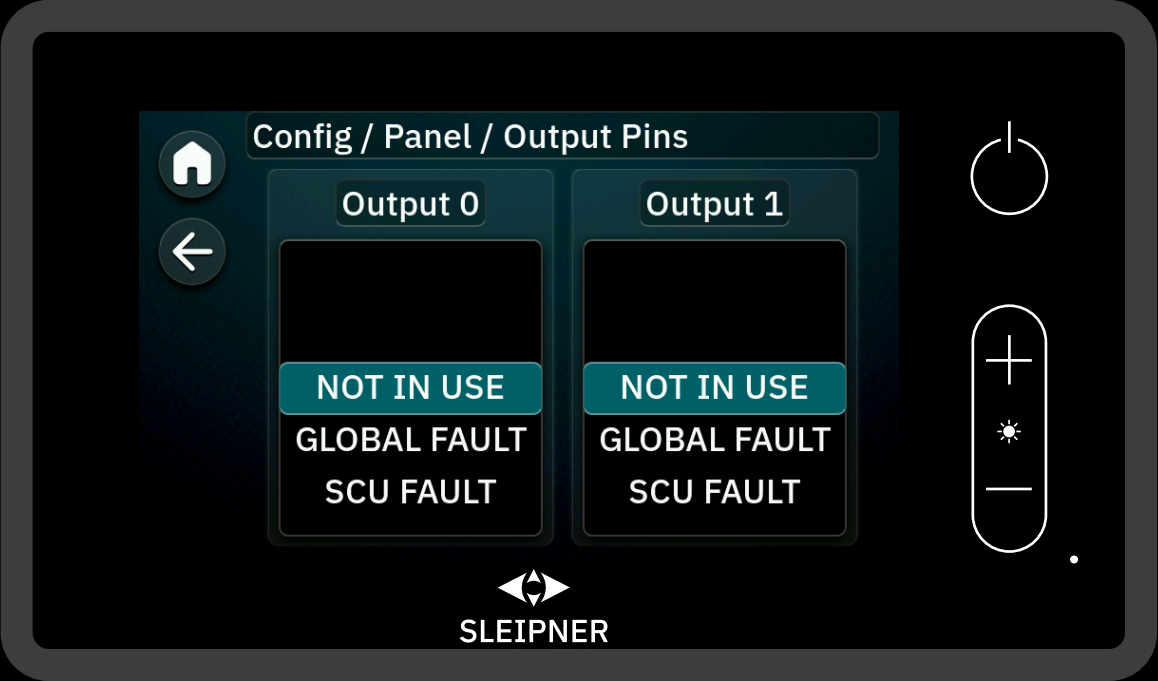


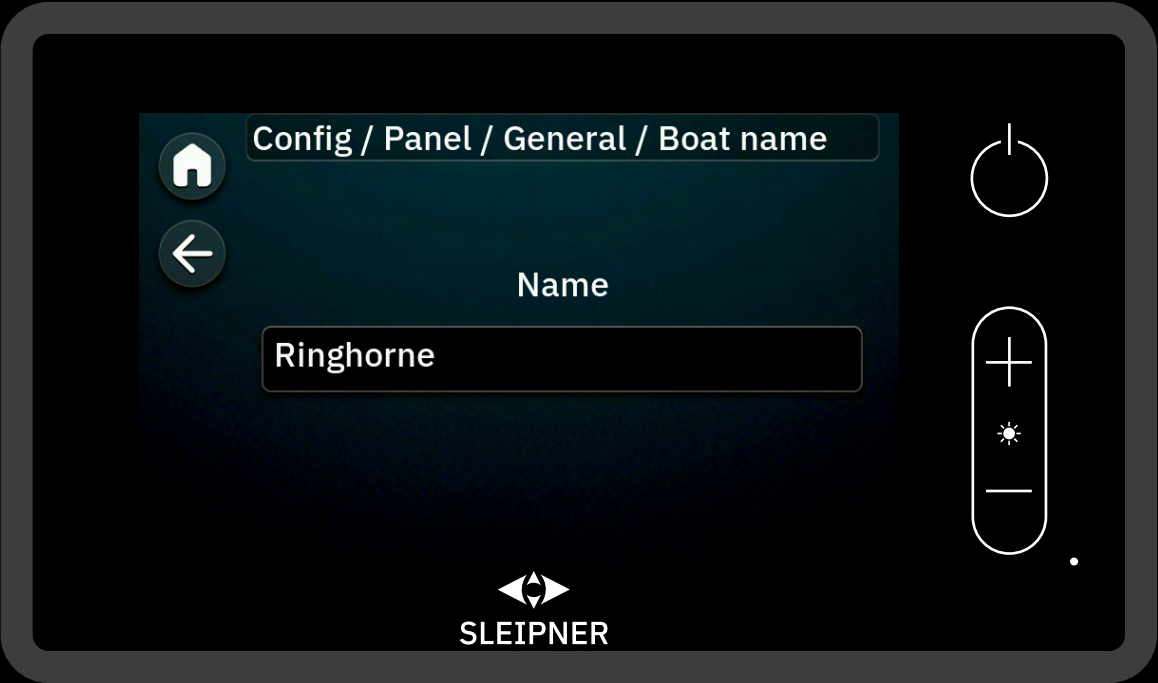


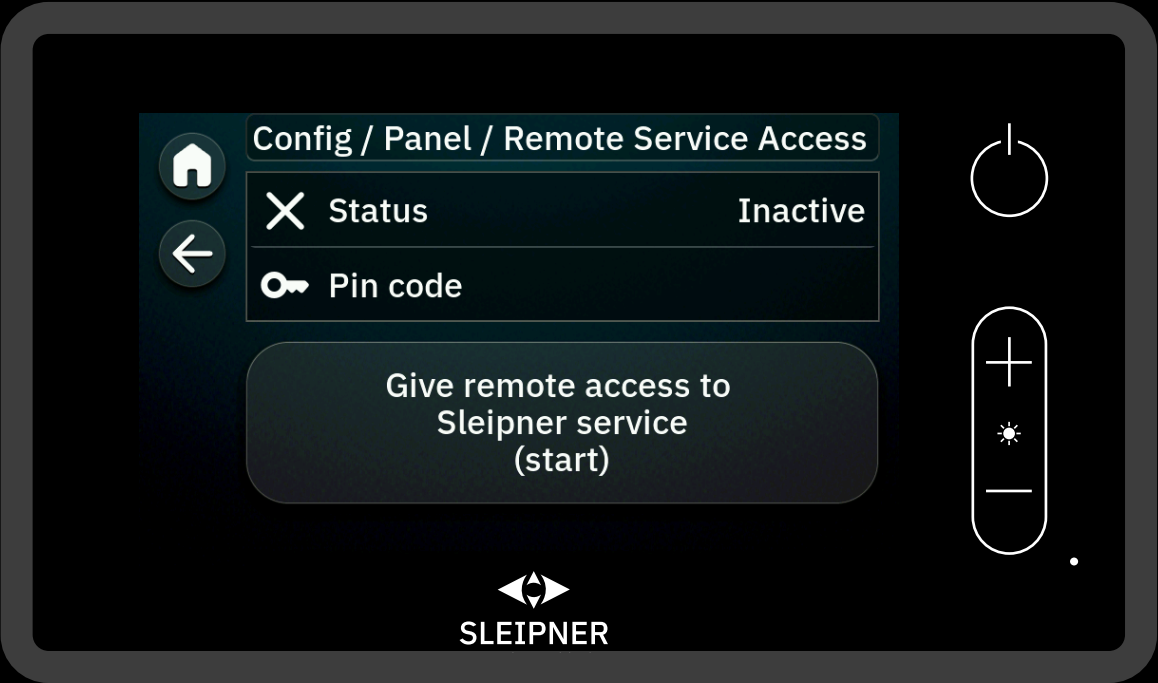


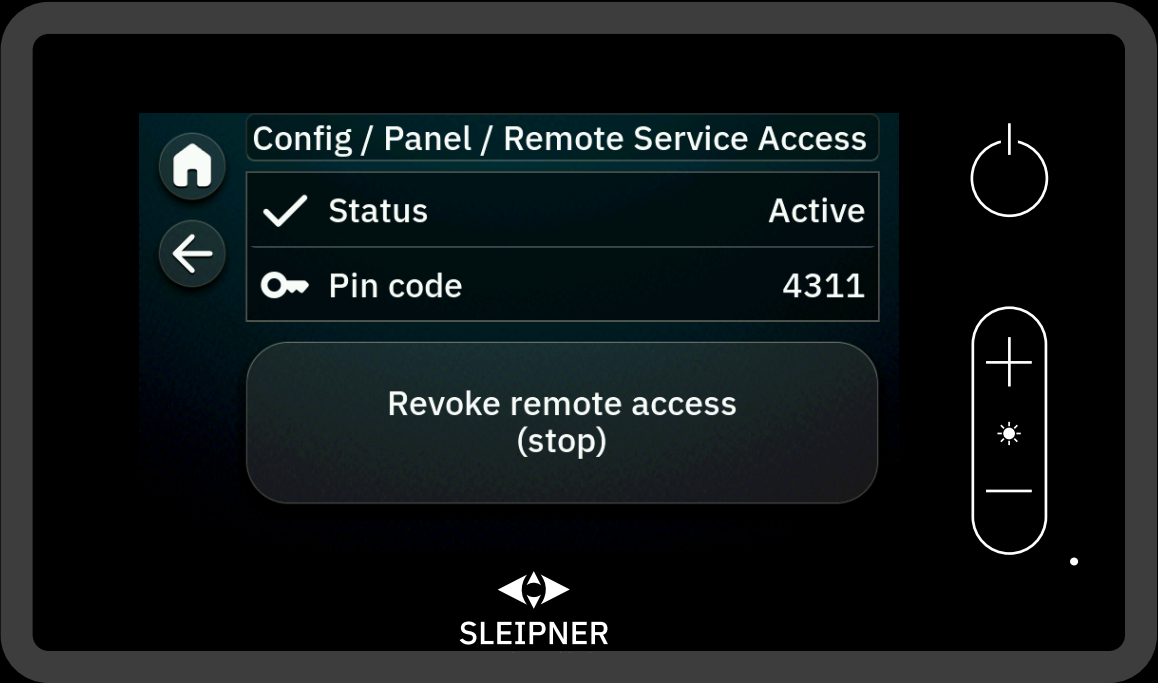


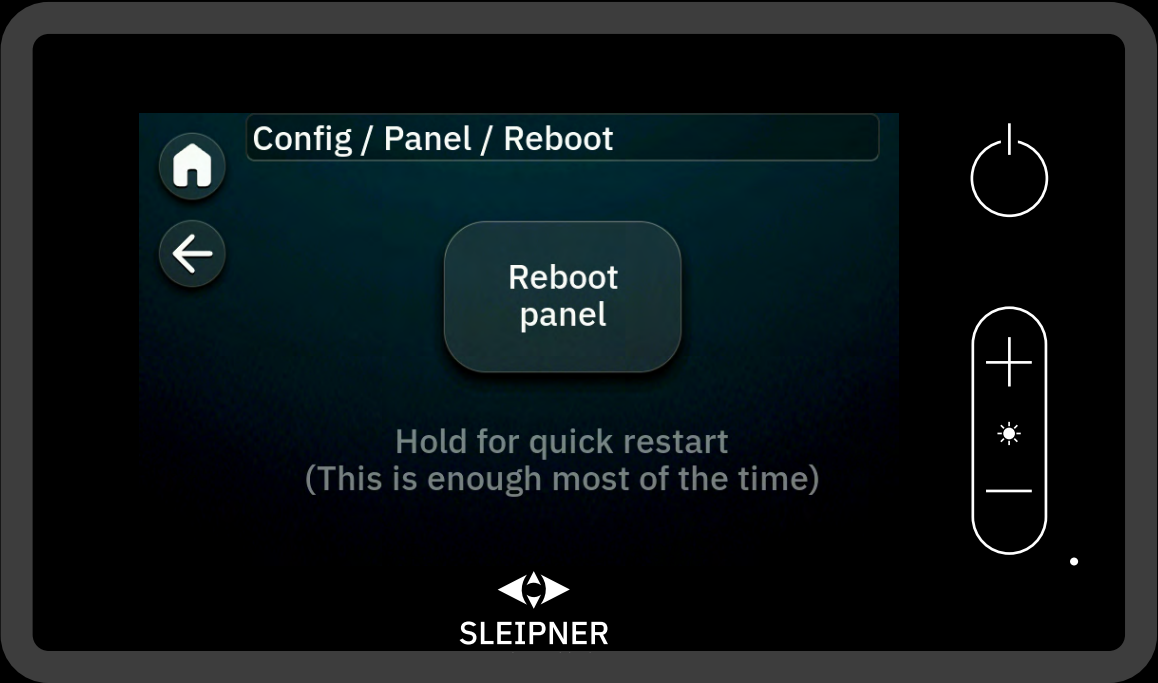


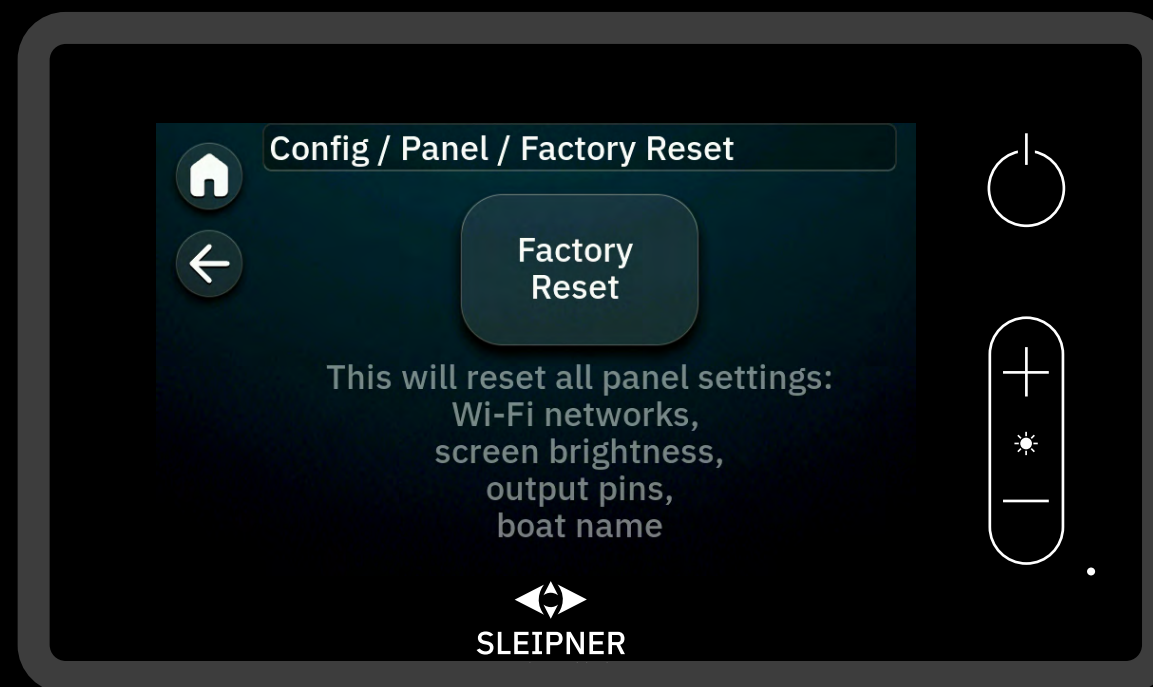


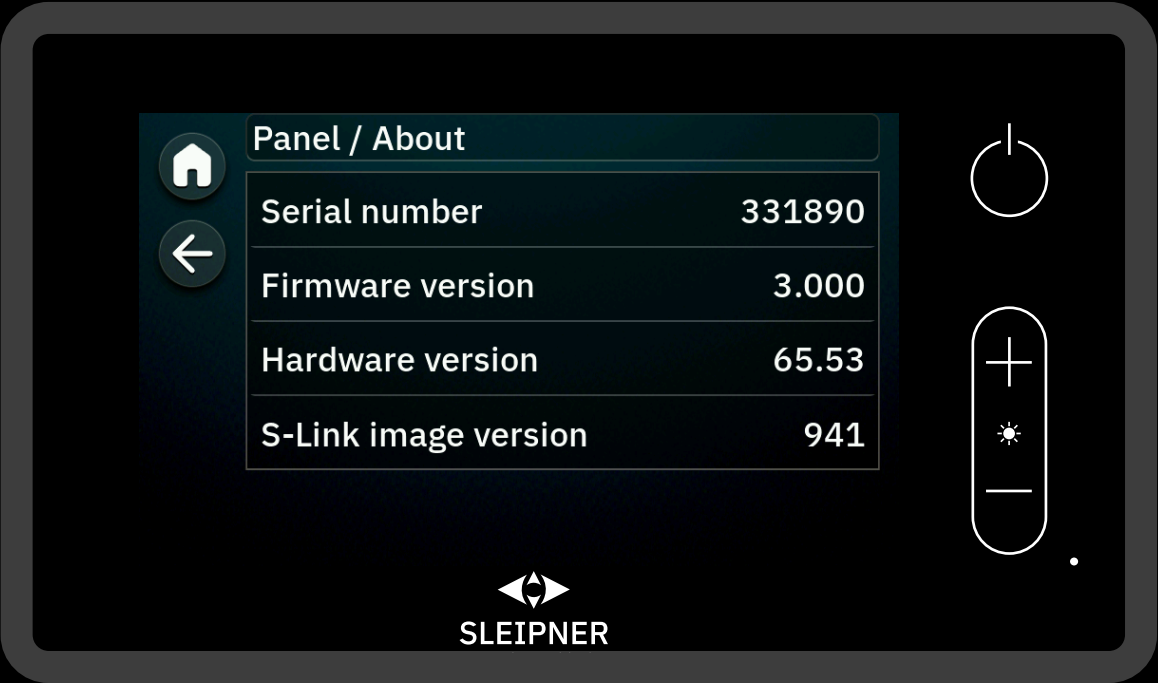


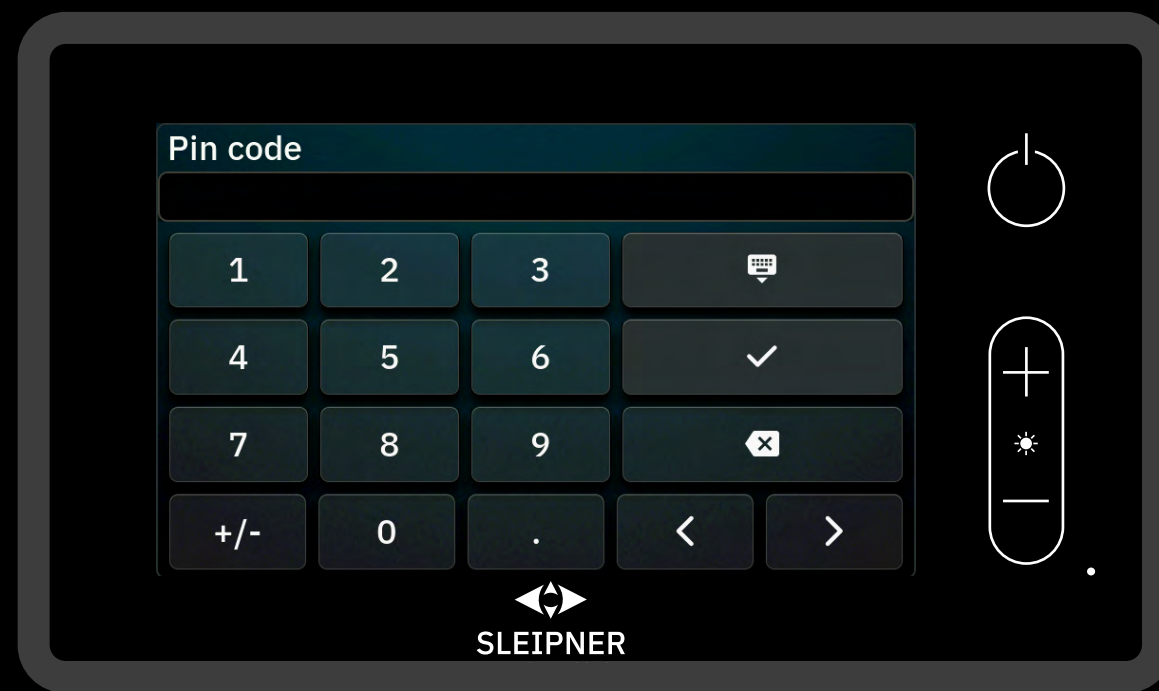












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