Raymarine S1000 Autopilot
User Guide

Welcome to the S1000 Autopilot

This guide explains how to use the S1000.

If all you want to do is power up and get going, that's fine. But if you want to know more about what the S1000 can do, this guide will tell you.

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Contents

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Getting started . . .

System Components

The S1000 system comprises a Course Computer, Controller and Hydraulic Pump. Please ensure that these have been installed and commissioned correctly using the S1000 Installation Guide. Finally, check that your system is receiving a good GPS signal through the NMEA or SeaTalk connection.

S1000 Course Computer

Hydraulic Pump

S100 Controller

Changing the Controller batteries

The S100 Controller is powered by 2 AAA batteries which are located in the back of the unit. Ensure that only good quality alkaline batteries are used. Do not use rechargeable batteries.

A small cross-head screwdriver will be required to undo the battery cover screws.

Remove the batteries from the unit if you do not intend using it for more than a month.

Follow the battery manufacturer's instructions for proper care and disposal of used batteries.

The S100 Autopilot Controller

NAVIGATE PORT Use in PILOT mode to power steer your boat. Press and hold for Smart Steer

NAVIGATE STARBOARD Use in PILOT mode to power steer your boat. Press and hold for Smart Steer

PILOT Use to activate the autopilot.

MODE Press to select required pilot mode.

STANDBY (POWER ON) When off, press to power on the S100 Use to return to manual control of your boat when in PILOT mode. Press and hold to access Pilot Setup

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How do I power the system on?

POWER ON

Ensure that the S1000 and GPS is powered on at the vessel's breaker. On the controller, press and hold the **STANDBY** button. The handset will beep, the display will read STANDBY and you're ready to go.

When you first switch the S1000 on, it is normal to experience a delay of about 80 seconds while the processor stabilizes. This delay also occurs when you restart following an emergency power-off.

When trolling at slow speeds, the autopilot may take up to 50 seconds to acquire stable GPS signals and engage AUTO (this is typical of GPS signals at this slow speed). If you try to engage AUTO during this period, the S100 will display the message "INITIALISING".

Operation modes

The S100 wireless controller is automatically set to **Fishing Mode**. Do not select Sail or Power mode as this will cause a loss of calibration.

Using fishing patterns

A short period of operation in AUTO mode is required before accessing fishing patterns. This allows the course computer to stabilise using the incoming GPS information. Fishing patterns are only available from AUTO mode (not STANDBY).

Power saving mode

If you are in STANDBY mode (autopilot off), the handset will automatically turn off if no button has been pressed for 5 minutes. This will help to extend the battery life.

GPS filtering

For optimum performance, set GPS device filtering to OFF or WEAK (see your GPS device documentation for instructions on how to do this). If the GPS is a Raymarine device, this is done automatically. Both transmit and receive cabling should be connected.

Note: Not all GPS devices allow filter settings to be changed.

Wireless signal strength

Wireless signal strength (5 levels) is shown on the right hand side of the display.

Keylock

When using your S100, you can temporarily lock the autopilot keys to ensure that it is not accidentally operated.

How do I activate the keylock?

Press and hold the **mode** button until you see the key symbol and "LOCK" message.

Note: You cannot activate keylock when the autopilot is in control of your boat.

How do I turn off the keylock?

Press **mode** followed by the **PILOT** button. A "KEYLOCK OFF" message will be displayed.

Performance check

The S1000 is factory-set to work straight out of the box for most purposes. We therefore recommended that you test your S1000 as supplied, and adjust the settings only if you feel that performance is not satisfactory.

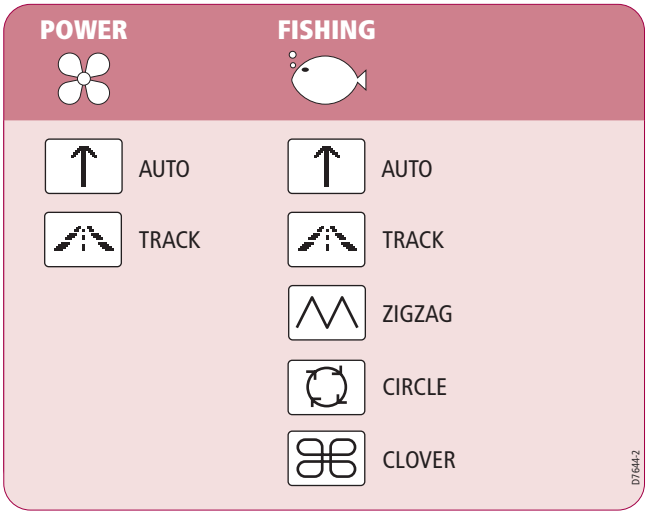
2

Using your S1000 System

How do I use the autopilot?

Your S1000 can steer your boat according to one of its preset modes. The modes that are available depend on your boat type. Each of these are explained on the following pages.
As your S1000 uses a Course-over-Ground (COG) reading from your GPS to determine the correct heading, you will need to ensure that you have travelled at over 3 knots, for more than 30 seconds before you activate the autopilot.

Available modes



How do I automatically steer straight?

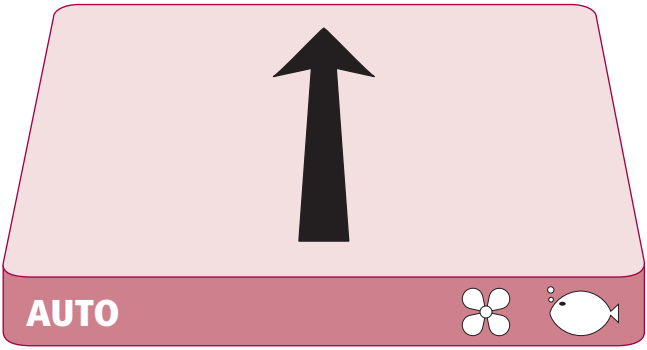
To continue on your current heading under autopilot control, use the AUTO mode. This will steer you in a straight line ahead until commanded otherwise. AUTO mode can be used in conjunction with SMARTSTEER to give you remote, power-steering control of your boat.

PILOT	Activates autopilot in AUTO mode
STANDBY	Returns the boat to manual steering

1 2 3

From any screen:

1. Steer your boat onto the desired heading.
2. Check that there are no obstructions.
3. Press the **PILOT** key to activate the autopilot.



Quick Tip **AUTO mode is also available for selection via the MODE button**

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How do I follow a route from my GPS?

Your autopilot can follow a route that you have previously set on your GPS or Chartplotter. Ensure that your GPS/Chartplotter is sending valid SeaTalk or NMEA 0183 data.

MODE	press repeatedly until you reach TRACK
PILOT	activates autopilot in TRACK mode
PILOT	Press when asked to accept new heading.

On arrival at each waypoint

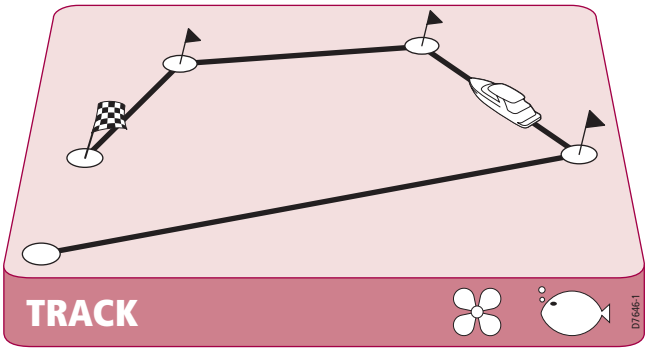
PILOT	Press when asked to accept new heading.

1 2 3

From any screen:

1. Press **MODE** repeatedly until TRACK is displayed.
2. Press **PILOT** to activate TRACK mode.
3. If a valid route is received, the S100 will tell you the direction in which it will turn the boat and the new heading it will steer to. Press **PILOT** to accept.

Note: At each waypoint, confirmation of turn will be required. Press **PILOT** to accept.



How do I follow a circle pattern?

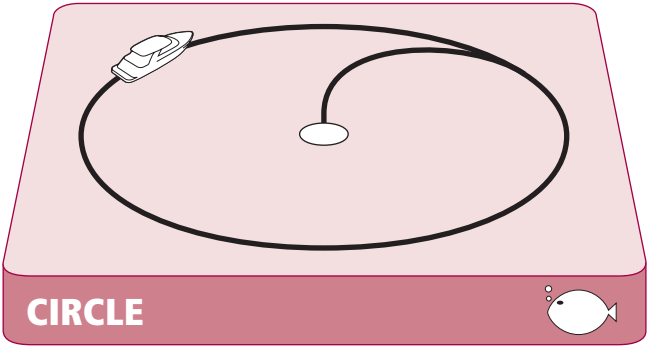
When you select CIRCLE mode, your current position is marked as the center of the circle pattern. Your autopilot will now gently steer your boat into the circle of the selected size.

MODE	press repeatedly until you reach CIRCLE
‹ ›	change pattern size (Sml, Med or Large)
PILOT	activates autopilot in CIRCLE mode

1 2 3

From any screen:

1. Press **MODE** repeatedly until CIRCLE is displayed.
2. Use the **PORT** and **STARBOARD** keys to change the size (S, M or L) if required
3. Press the **PILOT** key to activate the autopilot



Quick Tip If your circles are gradually becoming larger, increase the response setting and restart the circle pattern.

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How do I follow a zig-zag pattern?

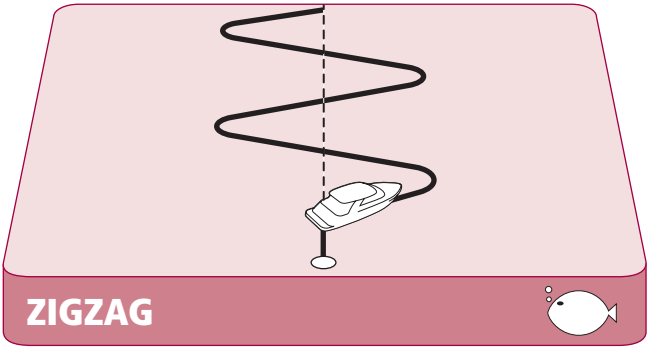
When you enter ZIGZAG mode, the autopilot will use your current position and heading as the center line of the zig-zag. The autopilot will now gently steer your boat into the pattern starting with a turn to starboard.

MODE	press repeatedly until you reach ZIGZAG
‹ ›	change pattern size (Sml, Med or Large)
PILOT	activates autopilot in ZIG ZAG mode

1 2 3

From any screen:

1. Press **MODE** repeatedly until ZIGZAG is displayed.
2. Use the **PORT** and **STARBOARD** keys to change the size (S, M or L) if required
3. Press the **PILOT** key to activate the autopilot



Quick Tip Fishing patterns are designed to work at speeds up to 15kts. Check your speed before starting.

D7621-1

How do I follow a cloverleaf pattern?

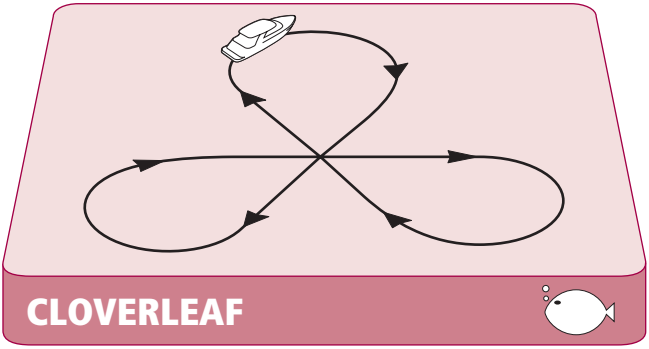
When you enter CLOVERLEAF mode, the autopilot will use your current position as the center point. The autopilot will then steer your boat through a series of starboard turns, repeatedly intersecting the start point.

MODE	press repeatedly until you reach CLOVERLEAF
‹ ›	change pattern size (Sml, Med or Large)
PILOT	activates autopilot in CLOVERLEAF mode

1 2 3

From any screen:

1. Press **MODE** repeatedly until CLOVERLEAF is displayed.
2. Use the **PORT** and **STARBOARD** keys to change the size (S, M or L) if required
3. Press the **PILOT** key to activate the autopilot



Quick Tip You can change the pattern direction in PILOT SETUP (See section 3)

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How do I dodge an obstacle?

Even when the autopilot is activated, you are are still able to override it. If, for example, you encounter an obstacle, or you just wish to change direction by a few degrees.

With the autopilot activated:

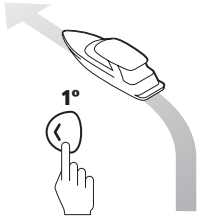
‹ or › press	1° course change (Dodge)
‹ or › press and hold	Large course change (SmartSteer)
STANDBY	returns the boat to manual steering

1 2 3

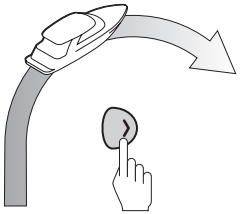
With the autopilot activated:

1. A brief press of the **PORT** or **STARBOARD** key will make a 1° course change in that direction. Use this method for course changes up to 20°
2. A press and hold of the **PORT** or **STARBOARD** key will execute a controlled turn until you release the button. (SmartSteer)
3. The autopilot will now resume on the new heading.

Dodge



SmartSteer



Quick Tip Using the PORT and STARBOARD keys when in AUTO mode allows you to power-steer your boat

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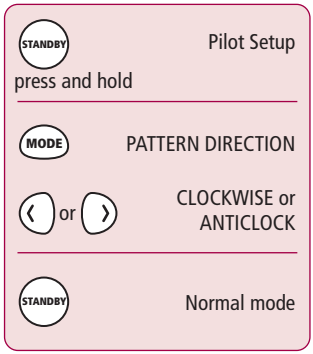
3

Setting up your S1000 System

How do I change the pattern direction?

You can change the default autopilot pattern direction.



1 2 3

1. Press and hold **STANDBY** for 2 seconds to enter PILOT SETUP mode.
2. Press **mode** until the display reads PATTERN DIRECTION
3. Press the **PORT or STARBOARD** key to toggle between CLOCKWISE and ANTICLOCK
4. Press **STANDBY** to leave Pilot setup and return to normal mode.

Quick Tip The default direction is CLOCKWISE. The first turn in any pattern will always be to starboard

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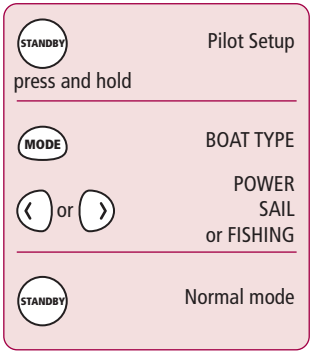
How do I change my boat type?

It is possible to change the boat type on the S100 handset. However, you should ensure that this setting is always set to Fishing Boat for use with the S1000 Autopilot.



1 2 3

1. Press and hold **STANDBY** for 2 seconds to enter PILOT SETUP mode.
2. Press **mode** until the display reads BOAT TYPE
3. Press the **PORT** or **STARBOARD** key to toggle the boat type to FISHING
4. Press **STANDBY** to leave Pilot setup and return to normal mode.

Quick Tip S1000 Fishing patterns are only available in FISHING mode

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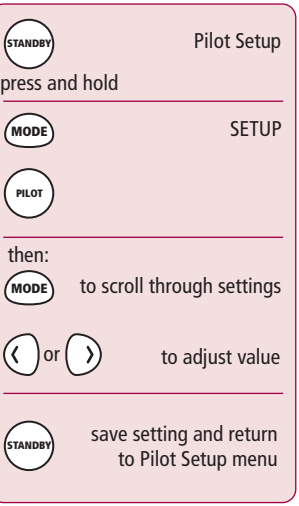
How do I adjust the autopilot settings?

Use the Pilot Parameters screen to fine tune your autopilot. This section is recommended for experienced users only.



1. Press and hold **STANDBY** for 2 seconds to enter PILOT SETUP mode.
2. Press **mode** until the display reads SETUP
3. Press the **PILOT** key to access detailed setup menu.
4. Press **mode** to scroll thorugh the available settings. The current value for each will be displayed alongside
5. Press the **PILOT** key to adjust the value.

S1000 Settings:

- Rudder Gain
- Counter Rudder
- Response
- Auto Trim
- Rudder Deadband

Details of each setting are given on the following pages

What is Rudder Gain?

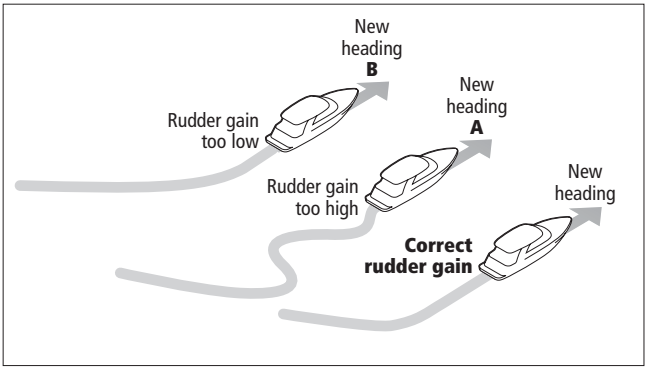
Boats can vary widely in their response to helm, and by adjusting the rudder gain you can change the S1000's steering characteristics. Rudder gain is a measure of how much helm the S1000 applies to correct course errors – higher settings mean more rudder is applied. This can be set in the range 1 to 9.

To determine if your rudder gain is appropriate, make a 40° turn in AUTO mode

Gain is correct when you make a crisp turn followed by an overshoot of no more than 5°.

Gain is too high when you overshoot the turn by more than 5° and there is a distinct 'S' in the course (A)

Gain is too low when the boat's performance is sluggish and it takes a long time to make a turn. There is also no overshoot (B)



Quick Tip You will find it easier to recognize the steering response in calm sea conditions

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What is Counter Rudder?

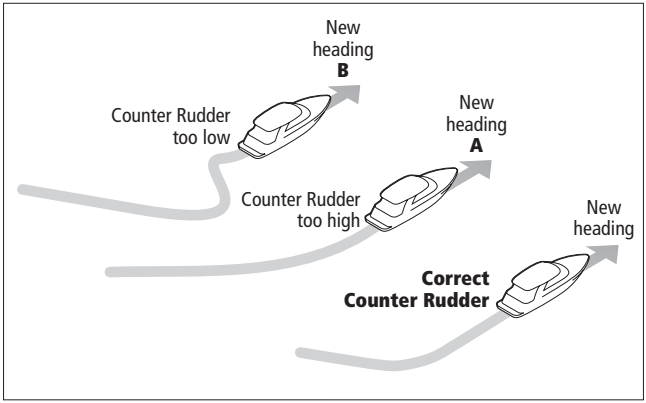
Counter rudder is the amount of rudder your S1000 applies to try to prevent the boat from veering off course. Higher counter rudder settings result in more rudder being applied. This can be set in the range 1 to 9.

To determine if your counter rudder setting is appropriate, make a 90º turn in AUTO mode

Counter Rudder is correct when you make a a smooth continuous turn with minimal overshoot.

Counter Rudder is too high when the boat 'fights' the turn and makes a series of short, sharp turns resulting in a very 'mechanical' feel as the boat changes course

Counter Rudder is too low when the boat overshoots the turn.



Quick Tip You will find it easier to recognize the steering response in calm sea conditions

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What is Response?

This sets the S1000 response level setting. The response level controls the relationship between course keeping accuracy and the amount of helm/drive activity. Range is from 1 to 9.

level 1 minimizes the amount of pilot activity. This conserves power, but may compromise short-term course-keeping accuracy

levels 4 to 6 should give good course keeping with crisp, well controlled turns under normal operating conditions

level 9 gives the tightest course keeping and greatest rudder activity (and power consumption). This can lead to a rough passage in open waters as the pilot may 'fight' the sea.

What is Auto Trim?

The AutoTrim setting determines the rate at which the S1000 applies 'standing helm' to correct for trim changes caused by varying wind loads on the superstructure.

The default AutoTrim is set during the autolearn process:

If you need to change the setting, increase the AutoTrim one level at a time and use the **lowest** acceptable value:

- decrease the AutoTrim level if the S1000 gives unstable course keeping or producing a long 'S' in the wake.
- increase the AutoTrim level if the S1000 reacts slowly to a heading change and hangs off course.

4

Alarms and Troubleshooting

S1000 Alarm messages

When the S1000 detects a fault or failure on the system, it will activate one of the alarm messages listed in the following table.

Unless otherwise stated, you should respond to the alarm by pressing standby to clear the alarm and return to manual control, before you attempt to resolve the problem.

In some situations, the S1000 will raise more than one alarm. When you have dealt with the first alarm, it will display the next alarm.

ALARM MESSAGE	POSSIBLE CAUSE and SOLUTION
CURRENT LIMIT	Serious drive failure – the drive is taking too much current due to short-circuit or jamming. Check the drive unit and wiring.
DRIVE STOPPED	The autopilot is unable to turn the rudder (this occurs if the weather load on helm is too high. Check drive.
INITIALISING	This alarm occurs if you try to activate the pilot before it is ready. Your boat must be run at more than 3 knots for longer than 30 seconds before activating the pilot.
LARGE XTE	This alarm will sound when you are more than 0.3nm from your planned track. The alarm will also state if you are to PORT or STARBOARD of the track,
MOT POW SWAPPED	Motor cables are connected to power terminals (and power cables are connected to motor terminals) at course computer. Turn off power and swap over connections.
NO DATA	The autopilot is in Track mode and: • the autopilot is not receiving SeaTalk navigation data, or • your GPS is receiving a low strength signal, this will clear when the signal improves Note: The autopilot stops adjusting the heading as soon as it loses data.

ALARM MESSAGE	POSSIBLE CAUSE and SOLUTION
NO GPS COG	The S1000 autopilot is not receiving valid COG data from your GPS system. Check the connections and that your GPS unit is powered on and setup to transmit COG data.
NO GPS FIX	Your GPS is receiving a low strength signal, this will clear when the signal improves
NO PILOT	The controller is not receiving data from the autopilot. Check connections and that the S1000 course computer is switched on.
OFFCOURSE	This alarm sounds if you have been off course from the locked heading for more than 20 seconds. It also states if you are to the PORT or STARBOARD of the intended heading.
REGISTRATION INCOMPLETE	The registration of your new handset cannot be completed as the system has detected other handsets in the vicinity. 1. Switch off all other remote handheld units. and repeat the registration process. 2. If this error persists, take your boat to open water (with no other vessel within 100 ft) and repeat the registration process.
ROUTE COMPLETE	This sounds on the completion of a track. Press **PILOT** to continue on the same heading or **STANDBY** for manual control.
SHIPS BATTERY	The ships battery voltage has dropped below acceptable limits, check the charge state of the battery.
TOO SLOW	Your speed has fallen below 1 knot. You must be travelling faster for the pilot to operate
TOO FAST TO FISH	Fishing patterns will only operate at speeds below 15kts. Check your speed.
WAYPOINT ADVANCE	You have arrived at a waypoint on your route. The autopilot is now requesting permission to turn onto the next leg, press **PILOT** to accept.

Fault finding

All Raymarine products are designed to provide many years of trouble-free operation. We also put them through comprehensive testing and quality assurance procedures before shipping.

If a fault occurs with your S1000, use the fault finding tables in this section to help identify the problem and provide a solution. If you cannot resolve the problem yourself, refer to the product support information.

SYMPTOM	POSSIBLE CAUSE and SOLUTION
Display is blank	No power – press **standby** to power up the S100 or change the batteries.
Autopilot not responding.	Drive the boat for 30 seconds at above 2.5kts and retry. Check autopilot connections. Check GPS is switched on and connected.
Boat turns slowly and takes a long time to come onto course	Rudder gain too low. Increase gain setting.
Boat overshoots when turning onto a new course	Rudder gain too high. Decrease gain setting.
Position information not received	Navigator not transmitting the correct position data.
The pilot will not auto advance to the next waypoint.	No bearing to waypoint information received from the navigator.
Instruments powered from SeaTalk will not power up	Check connections Check fuses

Safety alarm

When activated, the Safety alarm will sound 3 times at 1 second intervals. This occurs when the autopilot is in control of your boat and:

- the S1000 loses contact with all of its controllers (including wired controllers),
  OR
- the S1000 loses GPS signal.

In both instances, the S1000 will revert to STANDBY and you will need to take the helm.

Frequently-asked questions

Q. Will my autopilot work at very slow speeds?

The S1000 uses signals from the GPS network to determine your heading. For most effective operation, your boat should be travelling above 3 m.p.h. (2.5 kts). The autopilot will work at speeds down to 1 kt, but operation below 2.5 kts cannot be guaranteed, as adverse wind and tide conditions could prevail.

Q. I am automatically following a route set on my chartplotter, what happens when I arrive at a waypoint?

As you approach a waypoint on your route, your chartplotter will raise an alarm to indicate that this is happening. A few moments later, the S100 will also alarm. This is indicating that the autopilot wishes to make a turn. At this point press **PILOT** to accept the turn onto the next leg of the route. If you press **PILOT** before the autopilot alarms, the unit will stop following the track, revert to AUTO mode and you will continue on the current heading.

Q. What should I do when the safety alarm sounds?

The safety alarm will sound when the pilot switches to STANDBY as a safety precaution. You **MUST** take the helm.

The safety alarm will sound when the pilot is in control of your boat, and:

- the S1000 loses contact with all of its connected controllers or
- when the S1000 stops receiving valid GPS information.

General maintenance

Routine checks

The S1000 computer and S100 controller do NOT contain user-serviceable parts. If you remove the main cover you will invalidate the warranty. It should be serviced only by authorized Raymarine service technician.

As a result, user maintenance is limited to the following checks

- make sure all cable connectors are firmly attached and free of corrosion
- examine for signs of wear or damage – replace any damaged cables
- replace batteries when necessary

Cleaning the S1000 and S100

Take care when cleaning the display. Avoid wiping the display screen with a dry cloth as this could scratch the screen coating. If necessary, only use a mild detergent.

Never use chemical or abrasive materials to clean the computer or controller. If it is dirty, wipe it with a clean, damp cloth.

Dealer Maintenance Procedures

This section includes procedures that have a significant impact on autopilot operation and can affect your boat's safety. You will not need to follow these procedures in normal operation. We therefore recommend that these are only performed by authorized service personnel.

Accessing the dealer calibration area.

From STANDBY mode, press and hold **STANDBY** for 2 seconds to enter PILOT SETUP. Then press and hold **mode** for 5 seconds until the dealer calibration screen is displayed.

Subsequent presses of **mode** will cycle through the calibration options.

Hardware and Software version numbers

Use this screen to display the version and serial numbers for the unit.

Contrast

Use the **<** and **>** keys to adjust the contrast to a satisfactory level.

Self test

Press **PILOT** to start the unit test sequence and then follow the on-screen instructions. This will test the display, buzzer and button functions.

Diagnostics

Press **PILOT** to display the status of the wireless link.

Handset Registration

Raymarine wireless systems demand that each wireless controller is "registered" to a basestation, in this case a S1000. This registration process is to prevent unauthorized control of your boat by another user nearby. Your S1000 system is supplied with the handset pre-registered to the S1000.

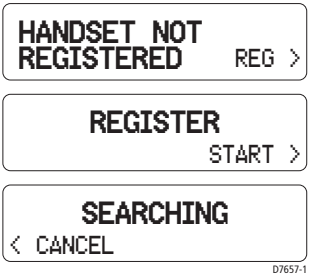
There may be instances where you want to move your controller to another boat and use it with another system. In this case, you will need to de-register from the current system and register with the new system. You can do this using the REGISTRATION function.

To Register a handset

In the DEALER menu, at REGISTRATION, press **PILOT**.

If the S100 is not registered, the display will read NOT REGISTERED. Press **>** to start the registration process, you can press **<** at any time to stop the search.

When the S1000 is found by the SmartController and registration is complete, the display will read REGISTERED



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Note: For successful registration, ensure that all other handheld units on your boat are turned off. If you try to register a new handset with others active, you will see a REGISTRATION INCOMPLETE message.

To de-register a handset

In the DEALER menu, at REGISTRATION, press **PILOT**.

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If the S100 is already registered, then the display will read REGISTERED. Press **>** to continue, or **STANDBY** to cancel the operation.

The S100 will attempt to communicate with the S1000 and de-register. When complete, the display will read NOT REGISTERED.

If the S100 cannot communicate with the S1000 then a BASE NOT FOUND message will be displayed. It is still possible to de-register the S100 at this point by pressing **>**. To leave without de-registering, press **STANDBY**.

Factory Reset

This option will clear all settings from the S100 and the S1000. Press and hold the **PILOT** key for 2 seconds to activate the reset.

Note: A reset does not alter the registration status of the S100

Product support

Raymarine products are supported by a worldwide network of distributors and Authorized Service Representatives. If you encounter any difficulties with this product, please contact either your national distributor, service representative, or the Raymarine Technical Services Call Center. Refer to the back cover or www.raymarine.com for contact details.

Before you consider returning the autopilot, make sure that the power supply cable is sound and that all connections are tight and free from corrosion. If the connections are secure, refer to the Fault Finding section in this chapter.

If you cannot trace or rectify the fault, contact your nearest Raymarine dealer or Service Center, specifying:

The S1000 controller and S1000 computer serial numbers:

- the controller serial number is printed on its rear cover
- the computer serial number is printed under its connector cover
- the controller and computer software version numbers

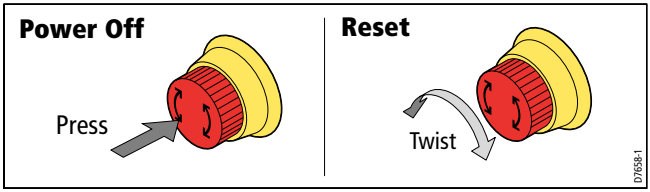
5

Important Safety Information

Safety Notices

In-line power switch

Should you need to power off the autopilot quickly, use the in-line power switch.



Product installation

This equipment must be installed and operated in accordance with the instructions contained in this handbook. Failure to do so could result in poor product performance, personal injury and/or damage to your boat.

Before installing the S1000 computer and drive unit, check that they are the correct voltage for your boat's supply.

As correct performance of the boat's steering is critical for safety, we STRONGLY RECOMMEND that an Authorized Raymarine Service Representative fits this product.

WARNING: Electrical Safety
Make sure the power supply is switched off before you make any electrical connections.

WARNING: Calibration
We supply this product calibrated to default settings that should provide initial stable performance for most boats. To ensure optimum performance on your boat, you must complete the AutoLearn procedure as described in Chapter 3.

WARNING: Navigation aid

Although we have designed this product to be accurate and reliable, many factors can affect its performance. As a result, it should only be used as an aid to navigation and should never replace common sense and navigational judgement. Always maintain a permanent watch so you can respond to situations as they develop.

WARNING: Autopilot controller

If the wireless controller is your only method of operating the autopilot, ensure that an in-line power switch is fitted to the autopilot power supply as detailed in the S1000 autopilot installation guide.

Your S1000 will add a new dimension to your boating enjoyment. However, it is the skipper's responsibility to ensure the safety of the boat at all times by following these basic rules:

- Ensure that someone is present at the helm AT ALL TIMES, to take manual control in an emergency.
- Make sure that all members of crew know how to disengage the autopilot.
- Regularly check for other boats and any obstacles to navigation – no matter how clear the sea may appear, a dangerous situation can develop rapidly.
- Maintain an accurate record of the boat's position by using either a navigation aid or visual bearings.
- Maintain a continuous plot of your boat's position on a current chart. Ensure that the locked autopilot heading will steer the boat clear of all obstacles. Make proper allowance for tidal set – the autopilot cannot.
- Even when your autopilot is locked onto the desired track using a navigation aid, always maintain a log and make regular positional plots. Navigation signals can produce significant

errors under some circumstances and the autopilot will not be able to detect these errors.

General Care and Safety

Do not leave the controller in places where the temperature could exceed 60ºC (140ºF).

Do not attempt to dismantle the S1000, the controller or any of its accessories.

Switch off your S1000 system at a refuelling point, even if you are not refuelling your own vessel.

The operation of some medical electronic devices such as hearing aids and pacemakers, may be affected if a controller is used next to them. Observe the manufacturers recommendations for such devices.

Radio frequency energy

Your S1000 and S100 are both low- power radio transmitters and receivers. When they are turned on, they intermittently receive and transmit radio frequency (RF) energy (radio waves).

Exposure to radio frequency energy

The S1000 and S100 are designed not to exceed the limits for exposure to RF energy set by national authorities and international health agencies These limits establish permitted levels of radio wave exposure for the general population. An example of a radio frequency exposure guideline and standard that the S1000 and S100 are designed to conform to is:

BS EN 50371:2002 - Generic standard to demonstrate the compliance of low-power electronic and electrical apparatus with the basic restrictions related to human exposure to electromagnetic fields.

FCC Information

These devices comply with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) these devices may not cause harmful

interference and (2) these devices must accept interference received, including interference that may cause undesired operation.

Changes or modifications to this equipment not expressly approved in writing by Raymarine could violate compliance with FCC rules and void the user's authority to operate the equipment.

Disposal

Disposal of this product, at the end of its useful life, should be in accordance with local regulations.

Waste Electrical and Electronic Equipment Directive

The Waste Electrical and Electronic Equipment (WEEE) Directive requires the recycling of waste electrical and electronic equipment. Whilst the WEEE Directive does not apply to some of Raymarine's products, we support its policy and ask you to be aware of how to dispose of this product.

The crossed out wheelie bin symbol, illustrated above, and found on our product signifies that this product should not be disposed of in general waste or landfill.

Please contact your local dealer, national distributor or Raymarine Technical Services for information on product disposal.

Intended Use

This Raymarine autopilot includes the S100 controller and the S1000 autopilot, which are intended for use on leisure vessels and small work boats.

Declaration of Conformity

Hereby Raymarine UK Ltd., declare that the S1000 and S100 are in compliance with the essential requirements and other relevant provisions of the Directive 1999/5/EC

The original Declaration of Conformity certificate may be viewed on the relevant product page at www.raymarine.com

EMC Guidelines

All Raymarine equipment and accessories are designed to the best industry standards for use in the recreational marine environment. Their design and manufacture conforms to the appropriate Electromagnetic Compatibility (EMC) standards, but correct installation is required to ensure that performance is not compromised.

Connections to other equipment

If your Raymarine equipment is to be connected to other equipment using a cable not supplied by Raymarine, a suppression ferrite MUST always be attached to the cable near to the Raymarine unit.

Handbook Information

To the best of our knowledge, the information in this handbook was correct when it went to press. However, Raymarine cannot accept liability for any inaccuracies or omissions it may contain. In addition, our policy of continuous product improvement may change specifications without notice. As a result, Raymarine cannot accept liability for any differences between the product and the handbook.