

# SAILOR® 6130 MINI-C LRIT

**COBHAM**

New generation Inmarsat mini-C LRIT solution

2013 Product Sheet

The most important thing we build is trust

**The SAILOR 6130 mini-C LRIT is the premier standalone LRIT solution. SAILOR 6130 LRIT enables straightforward LRIT compliance through ease of operation and reliability. It offers the same benefits towards acceptance and compliance as the legacy system, but with a number of key enhancements.**

This terminal is a single, self-contained and sealed unit, housing both antenna and transceiver. This design approach has proven to be rugged and reliable regardless of vessel type and application.

## IMO Regulation

Long Range Identification and Tracking (LRIT) was adopted by the IMO in May 2006 as resolution MSC.202(81) and subsequently included in SOLAS chapter V.

Vessels subject to LRIT are all passenger ships including high-speed craft, cargo ships, including high speed craft of 300 gross tonnage and above, and mobile offshore drilling units.

## Why Standalone LRIT?

Although some existing mini-C systems are LRIT compliant, some may be or may not be reliable. By installing a standalone LRIT terminal, you can be confident that it will perform to the required standards. With simple installation, the SAILOR 6130 mini-C LRIT offers a cost-effective reliable way to achieve LRIT compliance.

The SAILOR 6130 mini-C LRIT comes complete with all cables and connectors included, making it ready to go out of the box. The standard connection cable to the mini-C terminal is 30M long, but can be extended up to 200M.

## Operational Status

The SAILOR 6130 mini-C LRIT features a new, optional Thrane 6194 Terminal Control Unit (TCU), which brings new functionalities to support day to day operation whilst ensuring compliance. It has a range of LEDs so operators may quickly determine status such as power, Inmarsat log-in, GPS fix and whether a running program is present in the terminal. This information can determine operational status of the system towards your flag ASP or other physical inspections.

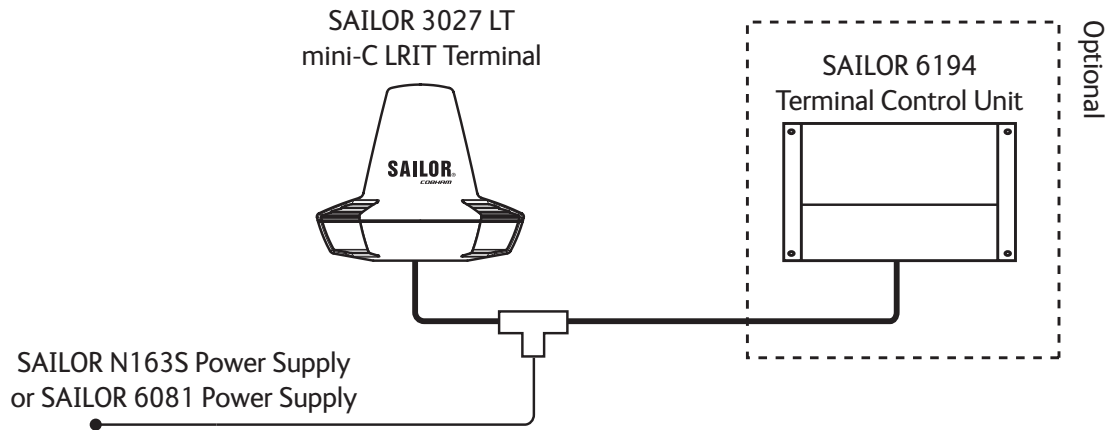
## Approvals and Certification

The SAILOR 6130 mini-C LRIT is approved by Inmarsat and major flag ASP state administrators. It is fully compliant with the performance requirements described in IMO Resolution MSC.263(84). Functional requirements for LRIT of ships are described in the IMO Circular MSC.1/Circ.1307: "Guidance on the survey and certification of compliance of ships".



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## GENERAL

General specifications	Meets Inmarsat maritime specifications and IMO LRIT requirements
Inmarsat Type Approval	4TT096

## TERMINAL UNIT SPECIFICATIONS

Operating frequencies	Rx Frequency Band: Rx: 1525 - 1545 MHz Tx Frequency Band: Tx: 1626.5 - 1646.5 MHz
GPS module	50 channel
Terminal interface	NMEA2K DeviceNet Mini-style, Male

## ANTENNA UNIT SPECIFICATIONS

G/T	-23.7 dBk at 5° elevation
EIRP	Min. 7 dBW at 5° elevation
Antenna elevation	-15° to 90°

## POWER SPECIFICATIONS

Absolute power supply range	10.5 - 32 VDC
Nominal power input	15 VDC
Power consumption (typical)	Rx: 1.85 W @ 15 VDC Tx: 22 W @ 15 VDC

## TERMINAL CONTROL UNIT SPECIFICATIONS

Interface options	CAN interface NMEA2K mini RS-232 LAN interface RJ45
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## DIMENSIONS AND WEIGHT

mini-C Terminal	Diameter: 170.5 mm Height: 145 mm (without pole mount) Weight: 1,1 Kg
Terminal Control Unit	239 mm x 172 mm x 54 mm Weight: 0.8 Kg

## COMPARISON CHART

	SAILOR 6110 mini-C	SAILOR 6120 mini-C	SAILOR 6130 mini-C	SAILOR 6140 mini-C	SAILOR 6150 mini-C
GMDSS	X				
SSAS	X	X			
LRIT	X	X	X		
SafetyNET	X		X	X	X
Non-SOLAS Distress					X
Tracking	X	X	X	X	X

## ThraneLINK

ThraneLINK is a sophisticated communication protocol that connects the SAILOR products in a network, offering important new opportunities to vessels. It provides facility for remote diagnostics and enables access to all the SAILOR products from a single point for service. This results in optimized maintenance and lower cost of ownership because less time is needed for troubleshooting and service. Installation is made easier as ThraneLINK automatically identifies new products in the system. The uniform protocol is an open standard which provides a future proof solution for all vessels.

For further information please contact:

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