

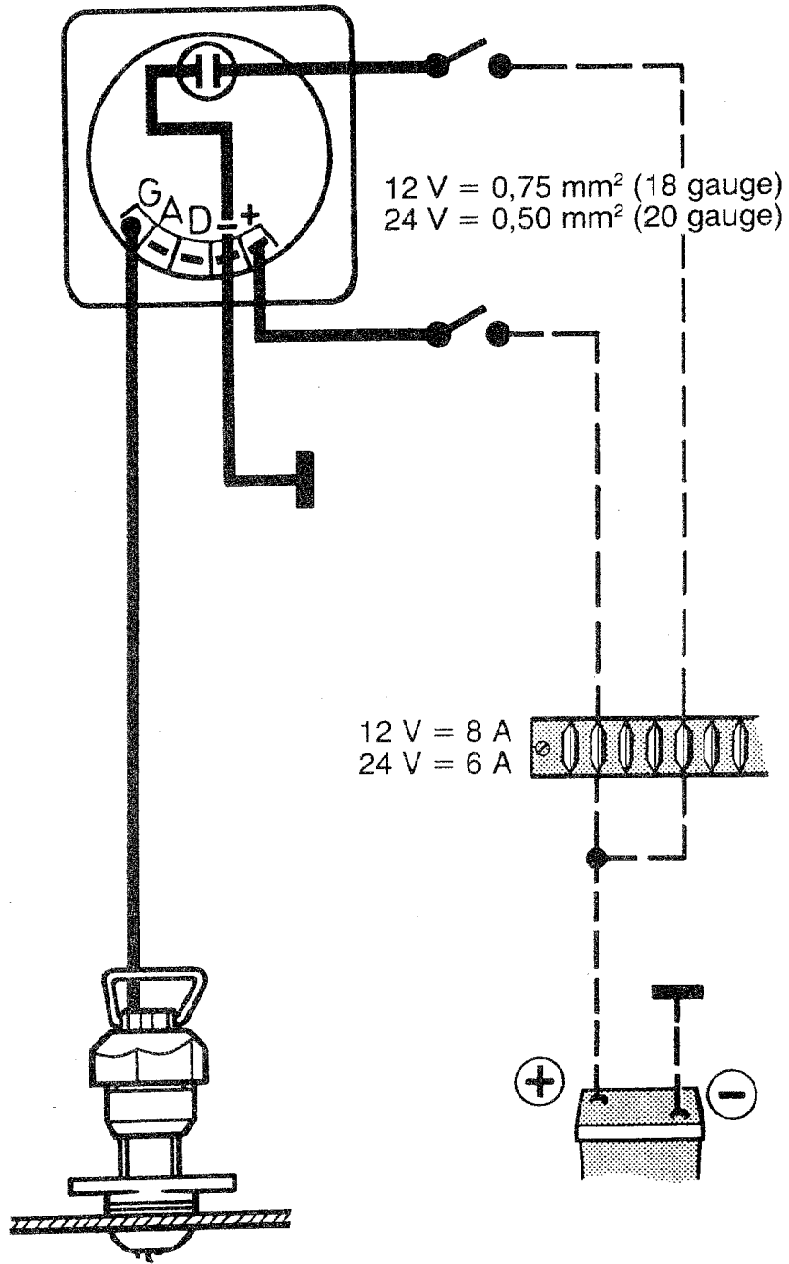
**Wichtiges Dokument.
Bitte an Bord aufbewahren!**

**Important Data:
Please keep booklet on board
for future reference!**

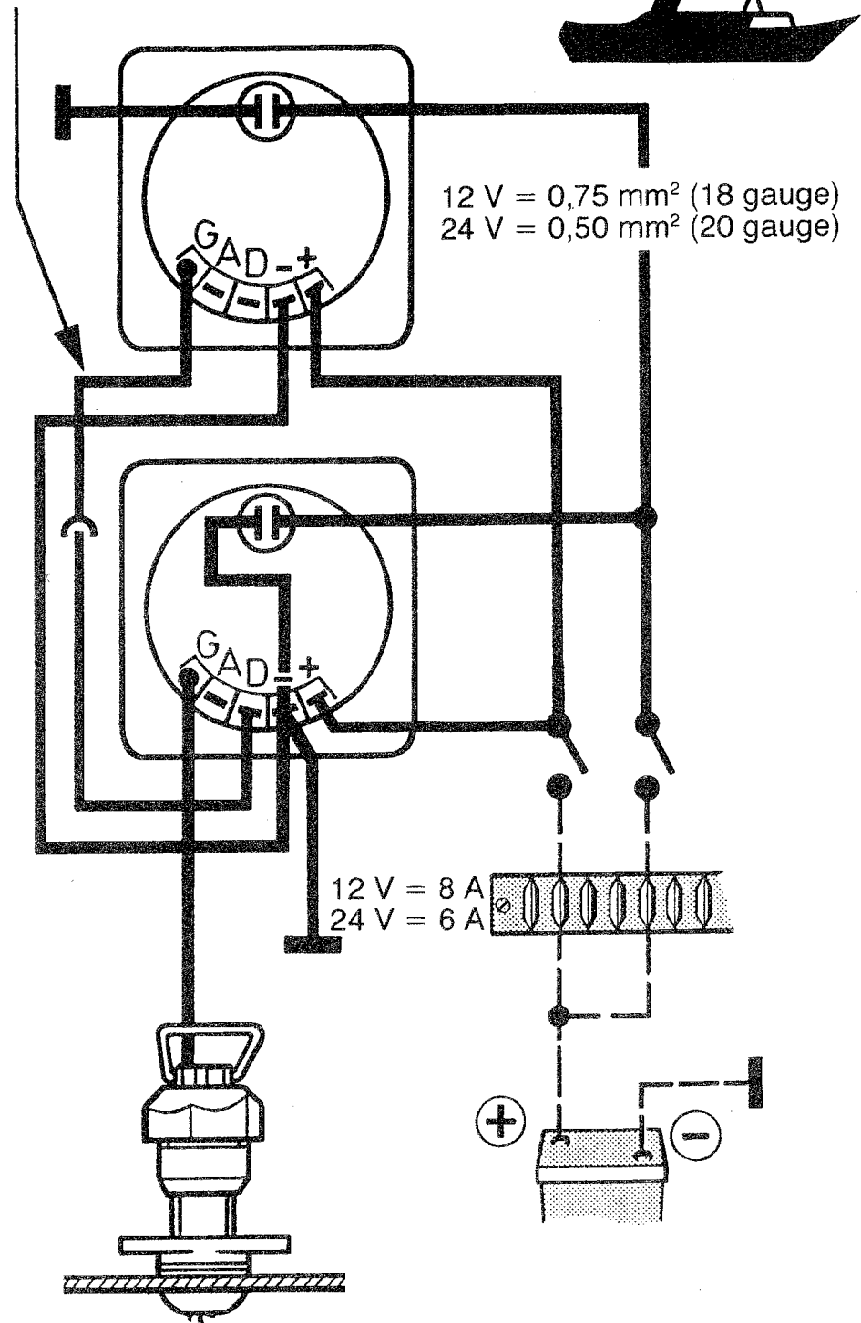
Sumlog SL

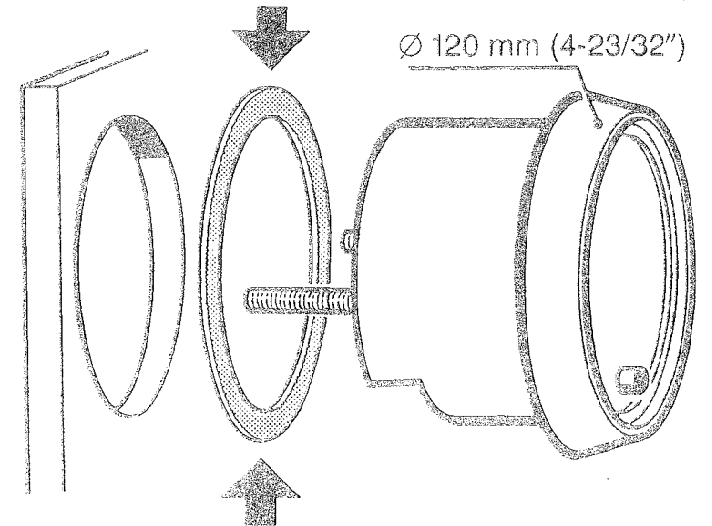
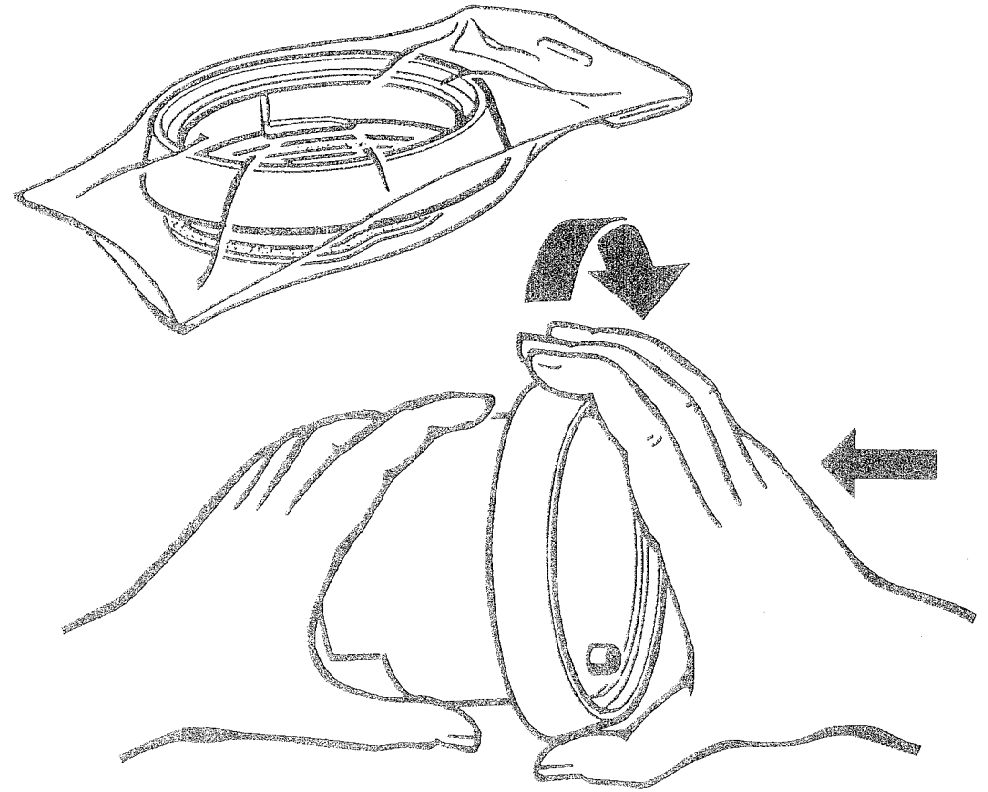
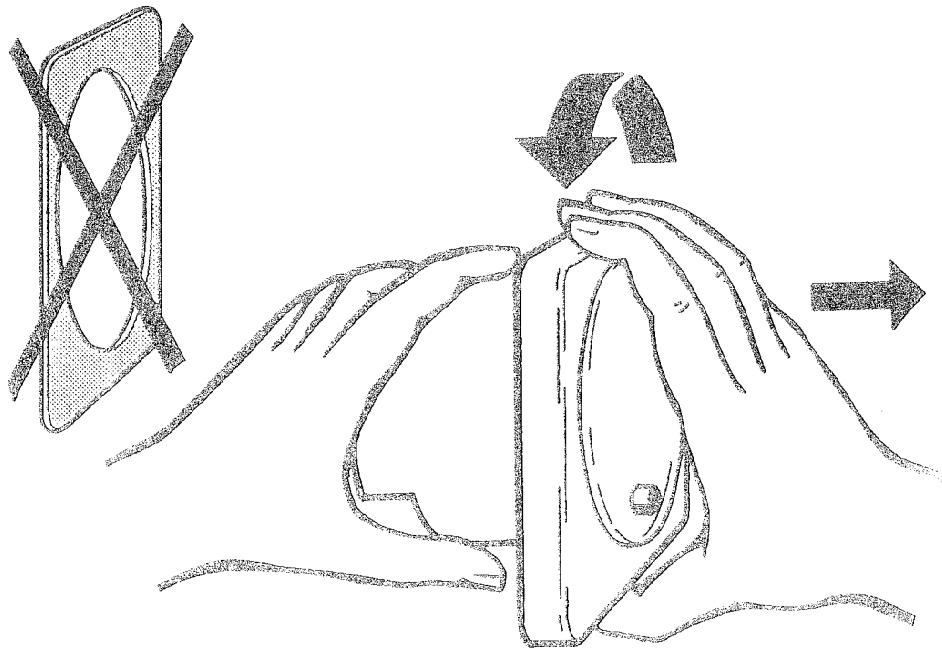
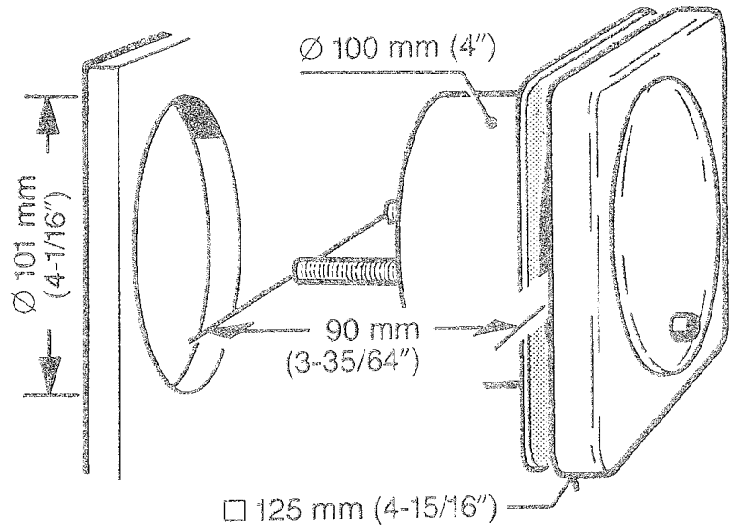
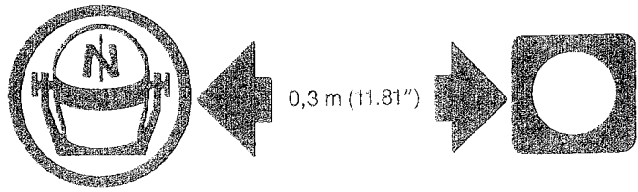
**Montage und Bedienungsanleitung
Installation and Operating Instructions
Montaje e instrucciones para el manejo
Notice de montage et d'utilisation**



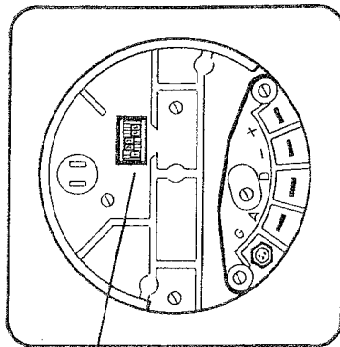
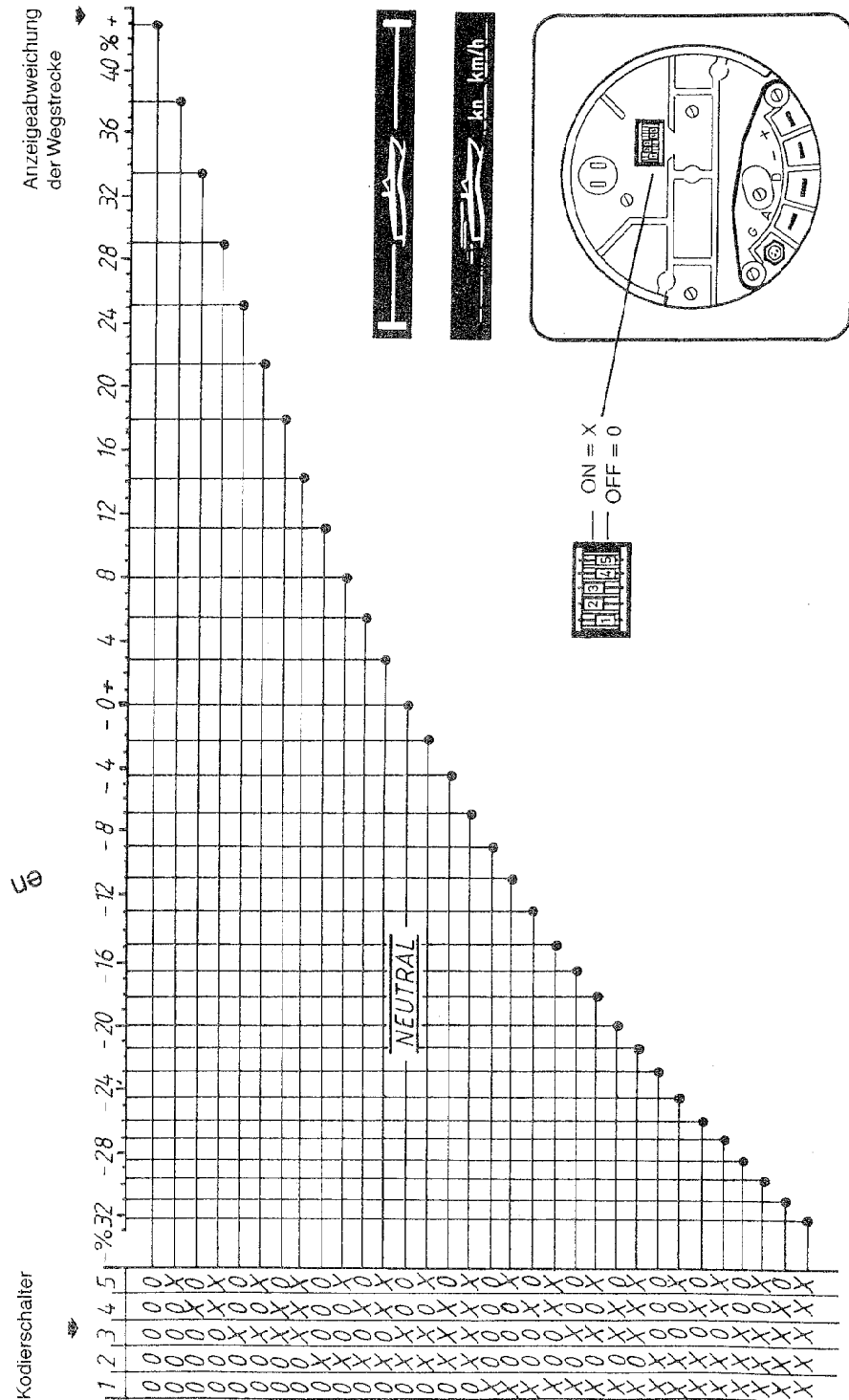


Adapter/Adaptor X 11.270/001/005





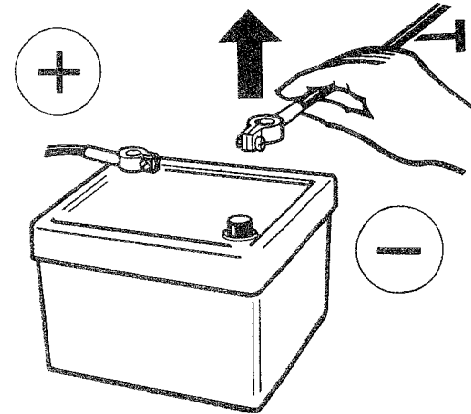
Kodierschalter



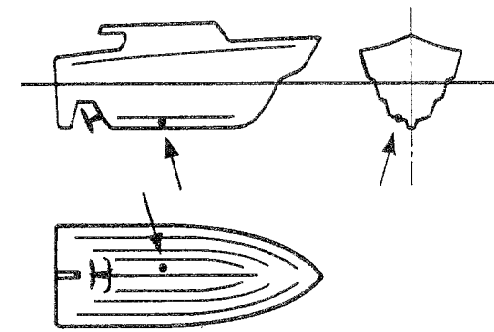
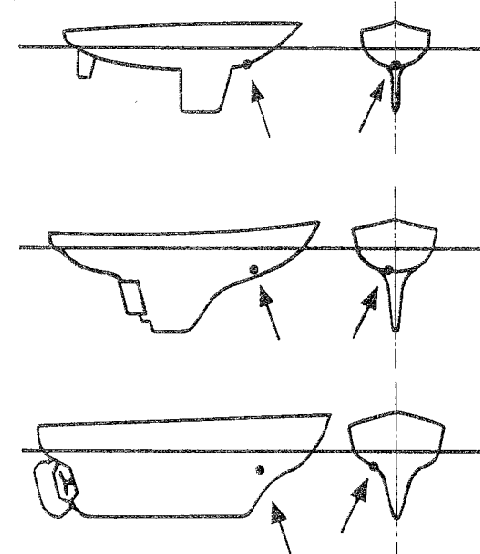
VDO Sumlog SL

Before you start installing your Sumlog SL, please read the installation and operating instructions carefully. Always keep them handy on board for future reference.

First disconnect ground (earth) lead from battery.



Installation of Sumlog SL Transducer

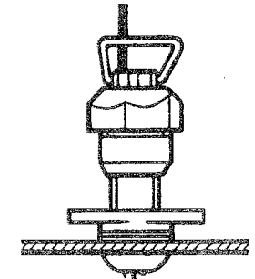


Make sure that the transducer is sited through the hull at a point where there is no turbulent flow of water.

With sailboats, this will invariably be before the keel, i.e., about three hull thicknesses forward and as close to the fore-and-aft line as possible.

In the case of long-keeled boats, always site the transducer within the forward third of the hull, but never next to the widest section of the keel.

In the case of motorboats, position the transducer at the forward end of the aft third. Never locate it at the stern in the high-turbulence region or at the bow, where there is also interference due to

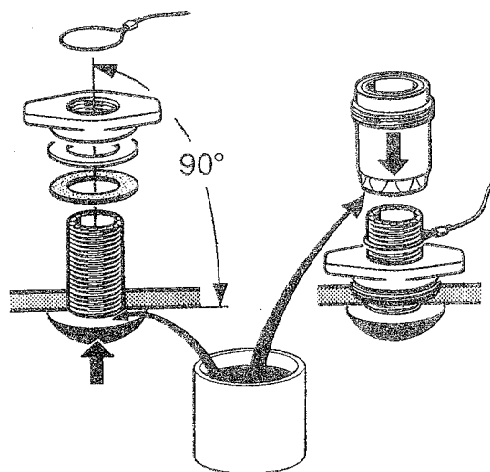
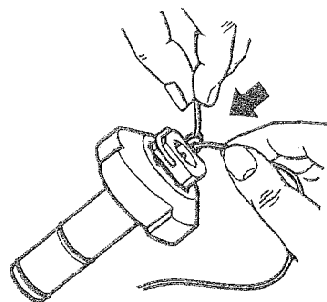
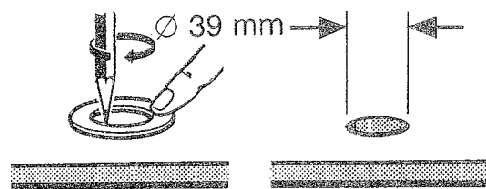
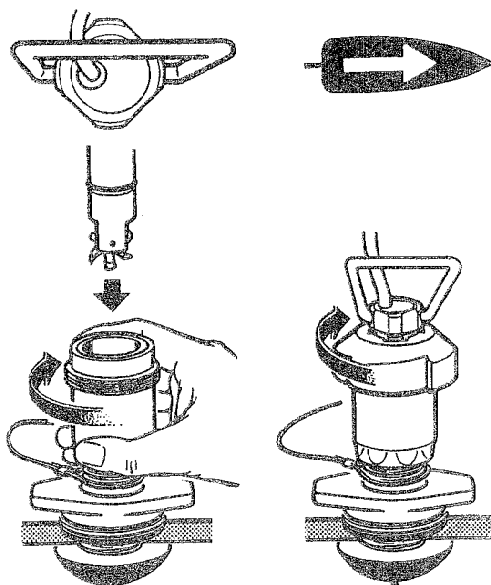


turbulent water flow and/or cavitation and aeration.

Do not install Sumlog transducer next to external depth-sounder transducers, sea valves, sacrificial anodes, etc.

Mount through-hull skin fitting and flap valve as shown in the below drawing. Note maximum tightening torque of retaining nut (50 Nm max., i.e., hand-tight with approximately a quarter turn added).

Next insert transducer. Be sure to position it so that the nose of the handle is aimed in exactly the same direction as the bow.

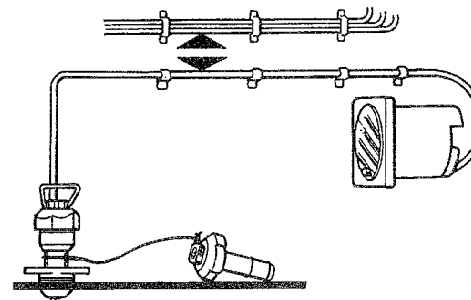


Routing of Transducer Cable

To prevent ignition pulses or other electrical interference from affecting the performance of your Sumlog SL, never run the transducer cable together with other cables or leads through a common loom, or harness.

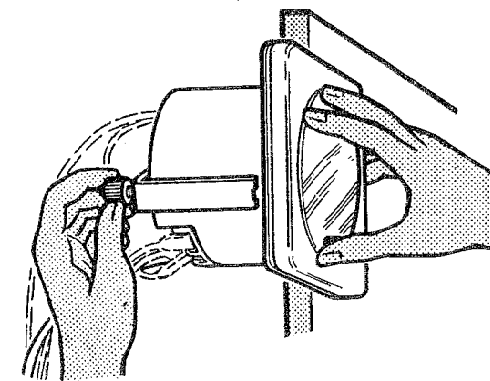
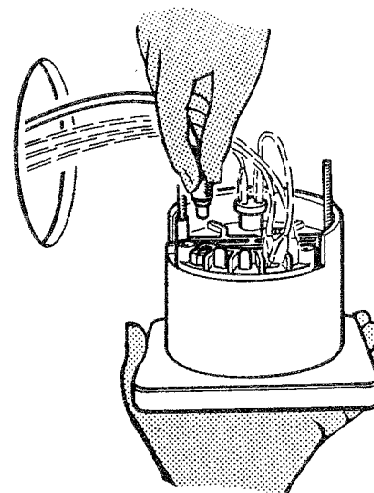
Extension of the transducer cable poses no problem. Suitable extension cables are available from your nearest VDO dealer.

Although the connectors used between the transducer and the connecting cable are watertight, we do not recommend keeping them immersed in bilge water.

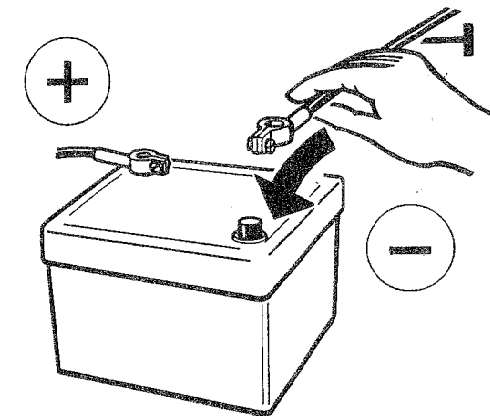


Installation of Instrument Head

Mount instrument head and possible repeaters as shown in the drawing, and interconnect components according to the wiring diagram (page 2).



Reconnect ground (earth) lead to battery.



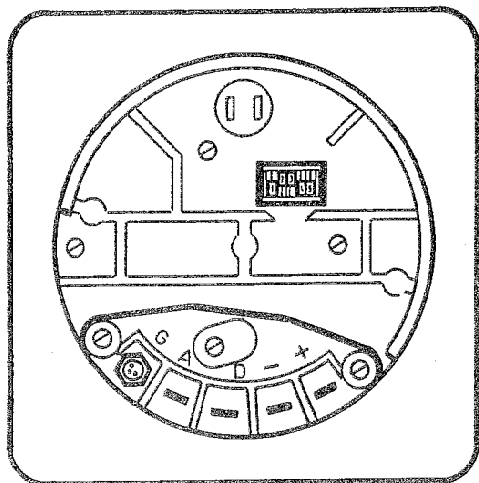
Output Terminals

Located at the rear of the instrument head are the following additional terminals:

A: Corrected low frequency for connection of satnav and separate log counter: 8-12-18 kn (267.27 pulses/nm); 30 kn (203.85 pulses/nm).

D: Signal output; noncorrected high frequency for satnav and trim indicator: 8-12-18 kn (54737

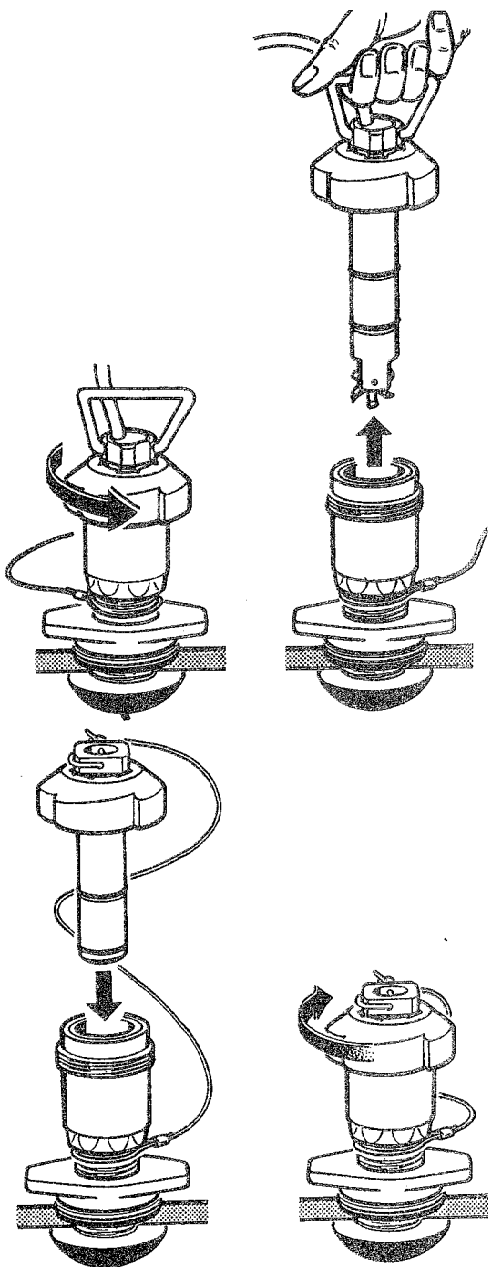
pulses/nm \pm correction factor);
30 kn (41748 pulses/nm \pm cor-
rection factor).



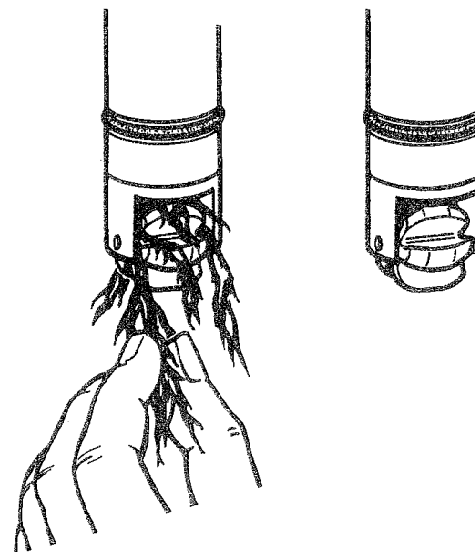
To utilize any of the above output, disconnect ground (earth) lead from battery, make appropriate connection, and then reconnect ground (earth) lead to battery.

Dummy Plug

When you are going to moor your boat for extended periods or to trailer her, or when you find marine growth or plankton obstructing the paddlewheel, retract transducer and put the dummy plug in its place, for the flap valve (available only on the long transducer version) is designed to prevent flooding but not to provide a watertight seal.



Important: Always use handle to withdraw transducer; never pull on transducer cable.



Caution!

To prevent the paddlewheel axle from getting damaged, withdraw transducer before trailering boat.

Checking Out Installation and Making Corrections

Due to the variety of hull designs, there may be variations of $\pm 2\%$ from the instrument accuracy even with optimal transducer siting.

Therefore be sure to check the accuracy of the distance and the speed readout by running the boat over a measured distance (between two seamarks or the like) in both directions, with the encoding switches of the instrument head set to NEUTRAL (see table).

Make corrections by setting encoding switches at rear of instrument head according to the table on the back cover.

Example

Actual distance travelled (according to nautical chart):	5.0 nm
Readout of log counter:	5.6 nm
Deviation:	+12%
Factory setting of encoding switches:	01100
Correction: Adjust by +12% according to table, i.e., change to	01000

Troubleshooting Guide

Sumlog SL display inoperable?

Check electrical connections of instrument head and transducer.

Check voltage of ship's supply (12 or 24 V).

See whether + (positive) and - (negative) have been reversed.

Check connectors inserted between transducer and transducer cable.

Check paddlewheel of transducer to see that it turns freely (fouling, mechanical damage).

Incorrect display?

Determine error and correct (as described under "Checking Out Installation and Making Corrections").

Reading of speed but no reading of distance?

Voltage available at instrument head below 10.8 V, or head defective.

Reading of distance but no reading of speed?

Instrument head defective; contact VDO service point.

Highly erratic readings or no pointer breakaway at low speeds?

Transducer is located in turbulent-flow region of hull, or nose of transducer handle does not point forward, in the same direction as the bow.

Technical details are subject to change without notice.

