You are responsible for the safe and prudent operation of your vessel. The autopilot is a tool that enhances your capability to operate your boat. It does not relieve you of the responsibility of safely operating your boat. Avoid navigational hazards and never leave the helm unattended.

Always be prepared to promptly regain manual control of your boat.

Learn to operate the autopilot on calm and hazard-free open water.

Use caution when operating the autopilot near hazards in the water, such as docks, pilings, and other boats.

When in use, beware of hot motor and solenoid components and the risk of entrapment from moving parts.

Failure to install and maintain this equipment in accordance with these instructions could result in damage or injury.

To avoid damage to your boat, the autopilot system should be installed by a qualified marine installer. Specific knowledge of hydraulic steering componentry and marine electrical systems is required for proper installation.

The autopilot system must be configured and tuned to your boat dynamics. The Dockside Wizard and the Sea Trial Wizard are used to configure the autopilot. These wizards walk you through the necessary configuration steps.

If your autopilot package did not contain a helm control, you must configure the autopilot system using a compatible chartplotter on the same NMEA 2000® network as the autopilot CCU. Instructions for configuration using either the helm control or a chartplotter are provided.

The first time you turn on the autopilot, you are prompted to complete a short setup sequence.

2 If the Dockside Wizard does not start automatically after the setup sequence, select an option:
   • On a helm control, select Menu > Setup > Dealer Autopilot Setup > Wizards > Dockside Wizard.
   • On a chartplotter, select Settings > My Vessel > Autopilot Installation Setup > Wizards > Dockside Wizard.

3 Select the vessel type.

4 If prompted, follow the on-screen instructions to set the helm lock-to-lock.

5 If prompted, follow the on-screen instructions to provide the helm displacement value.

6 If necessary, calibrate the rudder sensor (Calibrating the Rudder Sensor, page 1).

7 Test the steering direction (Testing the Steering Direction, page 1).

8 If necessary, select the speed source (Selecting a Speed Source, page 2).

9 If necessary, verify the tachometer (Verifying the Tachometer, page 2).

10 If prompted, test the helm lock-to-lock.

11 Review the results of the Dockside Wizard (Reviewing the Results of the Dockside Wizard, page 2).

Calibrating the Rudder Sensor

NOTE: If an error appears during these steps, the rudder feedback sensor may have reached its limit. If this happens, the rudder feedback sensor may not have been installed correctly. If the problem persists, you can continue with calibration by moving the rudder to the farthest position that does not report an error.

1 Position the rudder so that the boat would steer fully starboard, and select OK.

2 After the starboard calibration is complete, position the rudder so that the boat would steer fully port, and select OK.

3 After the port calibration is complete, center the rudder position, let go, and select Begin.

   The autopilot takes control of the rudder.

4 Without touching the rudder, helm control, or chartplotter, allow the autopilot to calibrate the rudder.

5 Select an option:
   • If the calibration did not complete successfully, repeat steps 1 through 4.
   • If the calibration completed successfully, select OK.

Testing the Steering Direction

1 While sitting still or moving at a low rate of speed, select ← and →.

   When you select ←, the rudder must turn the boat to the left.
   When you select →, the rudder must turn the boat to the right.

2 Select Continue.

3 Select an option:
   • If the steering test turns the boat in the correct direction, on a helm control, select Yes.
   • If the steering test turns the boat in the correct direction, on a chartplotter, select Next.
   • If the steering test turns the boat in the opposite direction, on a helm control, select No, and repeat steps 1 through 3.
   • If the steering test turns the boat in the opposite direction, on a chartplotter, select Switch Direction, and repeat steps 1 through 3.
Selecting a Speed Source
Select an option:
• If you connected one or more NMEA 2000 compatible engines to the NMEA 2000 network, select Tachometer - NMEA 2000.
• If a NMEA 2000 tachometer data source is not available from one or more engines, or if it is unusable, select GPS as a speed source.

NOTE: Garmin recommends using an external GPS antenna mounted with a clear view of the sky to provide reliable and accurate GPS speed information.
• If you did not connect a NMEA 2000 engine or GPS device as a speed source, select None.

NOTE: If the autopilot does not perform well using None as the speed source, Garmin recommends connecting a tachometer through the NMEA 2000 network or using an external GPS antenna as the speed source.

Verifying the Tachometer
This procedure does not appear when GPS or None is selected as the speed source.

With the engine (or engines) running, compare the RPM readings on the helm control with the tachometer (or tachometers) on the dashboard of your boat.
If the RPM numbers do not align, there may be a problem with the NMEA 2000 speed source or connection.

Reviewing the Results of the Dockside Wizard
The values you chose when you ran the Dockside Wizard are displayed.

1 Examine the results of the Dockside Wizard.
2 Select any incorrect value.
3 Correct the value.
4 Repeat steps 2 and 3 for all incorrect values.
5 When you are finished reviewing the values, select Done.

Sea Trial Wizard
The Sea Trial Wizard configures the fundamental sensors on the autopilot, and it is extremely important to complete the wizard in conditions appropriate for your boat.

Important Sea Trial Wizard Considerations
The Sea Trial Wizard must be completed in calm water. Because the nature of calm water is relative to the size and shape of the boat, before you begin the Sea Trial Wizard, the boat must be in an appropriate location.
• The boat must not rock while sitting still or moving very slowly.
• The boat must not be significantly affected by the wind.
While completing the Sea Trial Wizard, observe these considerations.
• Weight on the boat must remain balanced. While completing any of the steps in the Sea Trial Wizard, do not move around on the boat.

Performing the Sea Trial Wizard
1 Drive your boat to an open area of calm water.
2 Select an option:
   • On a helm control, select Menu > Setup > Dealer Autopilot Setup > Wizards > Sea Trial Wizard.
   • On a chartplotter, select Settings > My Vessel > Autopilot Installation Setup > Wizards > Sea Trial Wizard > Begin.
3 Select an option:
   • On a planing-hull power boat with the speed source set to Tachometer - NMEA 2000, configure the planing RPM.
   • On a planing-hull power boat with the speed source set to GPS, configure the planing speed.
   • On a power boat with the speed source set to Tachometer - NMEA 2000 or GPS, configure the high RPM limit.
   • On a power boat with the speed source set to GPS, configure the maximum speed.
4 Calibrate the compass (Calibrating the Compass, page 2).
5 Perform the Autotune procedure (Performing the Autotune Procedure, page 2).
6 Set north (Setting North, page 3), or set the fine heading adjustment (Setting the Fine Heading Adjustment, page 3).

Calibrating the Compass
1 Select an option:
   • If you are performing this procedure as part of the Sea Trial Wizard, select Begin.
   • If you are performing this procedure outside of the Sea Trial Wizard on a helm control, from the heading screen, select Menu > Setup > Dealer Autopilot Setup > Compass Setup > Calibrate Compass > Begin.
   • If you are performing this procedure outside of the Sea Trial Wizard on a chartplotter, select Settings > My Vessel > Autopilot Installation Setup > Compass Setup > Compass Cal. > Begin.

2 Follow the directions until calibration is complete, taking care to keep the boat as steady and flat as possible. The boat should not list during calibration. Make sure one side of the vessel is not loaded more heavily than the other.
3 Select an option:
   • If the calibration completes successfully on a helm control, select Done.
   • If the calibration completes successfully, on a chartplotter select OK.
   • If the calibration is not successful, select Retry and repeat steps 1 through 3.

When the calibration is complete, a magnetic environment quality value is shown. A value of 100 indicates the CCU was installed in a perfect magnetic environment and calibrated correctly. If this value is low, you might need to relocate the CCU and calibrate the compass again.

Performing the Autotune Procedure
Before you can begin this procedure, you must have a large stretch of open water available.
1 Adjust the throttle so the boat travels at a typical cruising speed (below planing speed) that provides responsive steering.
2 Select an option:
   • If you are performing this procedure as part of the Sea Trial Wizard, select Begin.
   • If you are performing this procedure outside of the Sea Trial Wizard on a helm control, from the heading screen, select Menu > Setup > Dealer Autopilot Setup > Autopilot Tuning > Autotune > Begin.
   • If you are performing this procedure outside of the Sea Trial Wizard on a chartplotter, select Settings > My Vessel > Autopilot Installation Setup > Autopilot Tuning > Autotune > Begin.

The boat performs various zigzag motions while the Autotune is in progress.
3 After the procedure is finished, follow the on-screen instructions.
4 If the Autotune procedure is not successful, select an option:
   - If the Autotune procedure is not successful and you have not reached maximum cruising speed, increase the speed, select Run Normal Autotune on a helm control or Run Standard Autotune on a chartplotter, and repeat steps 1 through 3 until the Autotune procedure completes successfully.
   - If the Autotune procedure is not successful and you have reached maximum cruising speed, reduce your speed to the initial Autotune speed, and select Run Alternate Autotune to begin an alternate procedure.
   - If the Autotune fails immediately and you are traveling in a circle instead of performing zigzag motions, select Reverse Steering Dir. > Run Normal Autotune on a helm control or Switch Direction > Run Standard Autotune on a chartplotter, and repeat steps 1 through 3 until the Autotune procedure completes successfully.

When the Autotune procedure is complete, gain values are displayed. You can use these values to determine the quality of the Autotune procedure.

**Autotune Gain Values**

After the Autotune procedure is complete, you can review the gain values provided on the helm control. You can record these numbers for reference if you want to run the autotune procedure at a later time or if you want to manually adjust the gain settings (not recommended) *(Adjusting the Autopilot Gain Settings, page 4).*

- **Gain:** Sets how tightly the autopilot holds the heading and how aggressively it makes turns.
- **Counter Gain:** Sets how aggressively the autopilot adjusts any over-steering after making a turn.

**Setting North**

Before you can begin this procedure, you must have a large stretch of open water available.

This procedure appears if the autopilot is connected to an optional GPS device, and the device has acquired a GPS position. During this procedure, the autopilot aligns the compass heading with the Course over Ground (COG) information from the GPS device.

If you do not have a GPS device connected, you are prompted to set the fine heading adjustment instead *(Setting the Fine Heading Adjustment, page 3).*

1 Drive your boat at in a straight line at cruising speed, downwind, and in the same direction as the current.

2 Select an option:
   - If you are performing this procedure as part of the Sea Trial Wizard, proceed to step 3.
   - If you are performing this calibration outside of the Sea Trial Wizard on a helm control, from the heading screen, select Menu > Setup > Dealer Autopilot Setup > Compass Setup > Set North > Begin.
   - If you are performing this procedure outside of the Sea Trial Wizard on a chartplotter, select Settings > My Vessel > Autopilot Installation Setup > Compass Setup > Set North > Begin.

3 Continue to drive the boat in a straight line at cruising speed, downwind, in the same direction as the current, and follow the on-screen instructions.

4 Select an option:
   - If the calibration completes successfully, select Done.
   - If the calibration is not successful, repeat steps 1 through 3.

**Setting the Fine Heading Adjustment**

This procedure appears only if you do not have an optional GPS device connected to the autopilot. If the autopilot is connected to a GPS device that has acquired a GPS position, you are prompted to set north instead *(Setting North, page 3).*

1 Select an option:
   - If you are performing this procedure as part of the Sea Trial Wizard, proceed to step 3.
   - If you are performing this calibration outside of the Sea Trial Wizard on a helm control, from the heading screen, select Menu > Setup > Dealer Autopilot Setup > Compass Setup > Fine Heading Adjustment.
   - If you are performing this calibration outside of the Sea Trial Wizard on a chartplotter, select Settings > My Vessel > Autopilot Installation Setup > Compass Setup > Fine Heading Adjustment > Begin.

2 Adjust the fine heading setting until it shows the correct heading as determined by a trusted heading indicator, such as the ship compass or a handheld compass.

3 Select Back.

**Testing and Adjusting the Configuration**

**NOTICE**

Test the autopilot at a slow speed. After the autopilot has been tested and adjusted at a slow speed, test it at a higher speed to simulate normal operating conditions.

1 Drive the boat in one direction with the autopilot engaged (heading hold).

The boat may oscillate slightly, but it should not oscillate significantly.

2 Turn the boat in one direction using the autopilot and observe the behavior.

The boat should turn smoothly, not too quickly or too slowly. When you turn the boat using the autopilot, the boat should approach and settle on the desired heading with minimal overshoot and oscillation.

3 Select an option:
   - If the boat turns too quickly or too sluggishly, adjust the autopilot acceleration limiter *(Adjusting the Acceleration Limiter Settings, page 3).*
   - If the heading hold oscillates significantly or the boat does not correct when turning, adjust the autopilot gain *(Adjusting the Autopilot Gain Settings, page 4).*
   - If the boat turns smoothly, the heading hold oscillates only slightly or not at all, the boat adjusts the heading correctly, the configuration is correct. No further adjustments are necessary.

**Adjusting the Acceleration Limiter Settings**

1 On a helm control, enable Dealer Mode *(Enabling Dealer Configuration on the Helm Control, page 4).*

2 Select an option:
   - On a helm control, from the heading screen, select Menu > Setup > Dealer Autopilot Setup > Autopilot Tuning > Acceleration Limiter.
   - On a chartplotter, select Settings > My Vessel > Autopilot Installation Setup > Autopilot Tuning > Accel. Limiter.

3 Select an option:
   - Increase the setting if the autopilot turns too quickly.
   - Decrease the setting if the autopilot turns too slowly.

When you manually adjust the acceleration limiter, make relatively small adjustments. Test the change before making additional adjustments.
4 Test the autopilot configuration.
5 Repeat steps 2 through 4 until the autopilot performance is satisfactory.

Adjusting the Autopilot Gain Settings
The autopilot gain settings are set during the Autotune procedure. Adjusting these values is not recommended, and you should record the values set by the Autotune procedure before making any changes.

1 On a helm control, enable Dealer Mode (Enabling Dealer Configuration on the Helm Control, page 4).
2 Select an option:
   • On a helm control, from the heading screen, select Menu > Setup > Dealer Autopilot Setup > Autopilot Tuning > Rudder Gains.
   • On a chartplotter, select Settings > My Vessel > Autopilot Installation Setup > Autopilot Tuning > Rudder Gains.
3 Select an option based on the type of boat:
   • If you have a sailboat, a displacement-hull powerboat, or a powerboat with the speed source set to None, select Gain and adjust how tightly the rudder holds the heading and makes turns.
   If you set this value too high, the autopilot may be overactive and attempt to constantly adjust the heading at the slightest deviation. An overactive autopilot can drain the battery at a faster-than-normal rate.
   • If you have a sailboat, a displacement-hull powerboat, or a powerboat with the speed source set to None, select Counter Gain and adjust how tightly the rudder corrects the turn overshoot.
   If you set this value too low, the autopilot can overshoot the turn again when it attempts to counter the original turn.
   • If you have a planing-hull powerboat with the speed source set to Tachometer - NMEA 2000, Tachometer, or GPS, select Low Speed or High Speed and adjust how tightly the rudder holds the heading and makes turns at low speed or high speed.
   If you set this value too high, the autopilot may be overactive and attempt to constantly adjust the heading at the slightest deviation. An overactive autopilot can drain the battery at a faster-than-normal rate.
   • If you have a planing-hull powerboat with the speed source set to Tachometer - NMEA 2000, Tachometer, or GPS, select Low Speed Counter or High Speed Counter to adjust how tightly the rudder corrects the turn overshoot.
   If you set this value too low, the autopilot can overshoot the turn again when it attempts to counter the original turn.
4 Test the autopilot configuration, and repeat step 2 and 3 until the autopilot performance is satisfactory.

Advanced Configuration Settings
You can calibrate the compass, run the autotune procedure, and set north on the autopilot without running the wizards. You can also manually define each setting individually, in order to make slight adjustments, without running the full configuration or calibration processes.

Enabling Dealer Configuration on the Helm Control
Advanced configuration options are not available on the helm control under normal conditions. To use the advanced configuration settings of the autopilot, you must enable Dealer Mode.

Enabling Dealer Mode to use the configuration options is not necessary on a chartplotter.

1 On a helm control, from the heading screen, select Menu > Setup > System > System Information.
2 Hold the center key for 5 seconds. Dealer Mode appears.
3 Select Back > Back.
If the option for Dealer Autopilot Setup is available on the Setup screen, the procedure was successful.

Manually Running the Automated Configuration Processes
1 On a helm control, enable Dealer Mode (Enabling Dealer Configuration on the Helm Control, page 4).
2 Select an option:
   • On a helm control, from the heading screen, select Menu > Setup > Dealer Autopilot Setup.
   • On a chartplotter, select Settings > My Vessel > Autopilot Installation Setup > Autopilot Tuning.
3 Select an automated process:
   • To start the compass calibration procedures, select Compass Setup > Compass Cal. (Calibrating the Compass, page 2).
   • To start the automatic autopilot tuning procedures, select Autopilot Tuning > Autotune (Performing the Autotune Procedure, page 2).
   • To start the procedures to define north, select Compass Setup > Set North (Setting North, page 3).
4 Follow the on-screen instructions.

Manually Defining Individual Configuration Settings
Configuring certain configuration settings may require you to modify other settings. Review the detailed configuration settings section prior to modifying any settings Detailed Configuration Settings, page 5.

1 On a helm control, enable Dealer Mode (Enabling Dealer Configuration on the Helm Control, page 4).
2 Select an option:
   • On a helm control, from the heading screen, select Menu > Setup > Dealer Autopilot Setup.
   • On a chartplotter, select Settings > My Vessel > Autopilot Installation Setup.
3 Select a setting category.
4 Select a setting to configure.
5 Configure the value of the setting.

Multiple Sources of Sensor Information
There may be multiple sources of sensor information available to the autopilot system. If so, you can select a preferred data source.

For example, because GPS speed from an external antenna is more reliable and accurate than that from an integrated GPS receiver inside a chartplotter, you should select the external GPS antenna as the preferred source of GPS data. Also, because it can be difficult to find an ideal mounting location for the autopilot CCU, you can optionally select an external NMEA 2000 GPS compass or other heading sensor as the preferred source of heading data.

NOTE: Heading sensor selection will be available after a 2018 software update.

Selecting a Preferred Source of Sensor Information
1 Select an option:
   • On a helm control, from the heading screen, select Menu > Setup > Preferred Sources.
• On a chartplotter, select Settings > Communications > Preferred Sources.

NOTE: Some items in the Preferred Sources menu are shown only when multiple sensors providing the same data are available to the system.

2 Select a data category.
3 Select a source.

**Detailed Configuration Settings**

Although all of the configuration is typically completed automatically through wizards, you can manually adjust any setting to fine-tune the autopilot.

NOTE: Depending upon the configuration of the autopilot, certain settings may not appear.

NOTE: On a powerboat, each time you change the Speed Source setting, you must review the Low RPM Limit, High RPM Limit, Planing RPM, Planing Speed, or Max. Speed settings, where applicable, and you must perform the autotune procedure again (Performing the Autotune Procedure, page 2).

**Autopilot Tuning Settings**

On a helm control, select Menu > Setup > Dealer Autopilot Setup > Autopilot Tuning.

On a chartplotter, select Settings > My Vessel > Autopilot Installation Setup > Autopilot Tuning.

**Acceleration Limiter:** Allows you to limit the speed of autopilot-controlled turns. You can increase the percentage to limit the turn rate, and decrease the percentage to allow a higher turn rate.

**Speed Source Settings**

On a helm control, select Menu > Setup > Dealer Autopilot Setup > Speed Source Setup.

On a chartplotter, select Settings > My Vessel > Autopilot Installation Setup > Speed Source Setup.

**Speed Source:** Allows you to select the speed source.

**Verify Tachometer:** Allows you to compare the RPM readings on the helm control or chartplotter with the tachometers on the dashboard of your boat.

**Planing RPM:** Allows you to adjust the RPM reading on the helm control or chartplotter at the point when your boat transitions from displacement to planing speed. If the value does not match the value on the helm control or chartplotter, you can adjust the value.

**Low RPM Limit:** Allows you to adjust the lowest RPM point of your boat. If the value does not match the value on the helm control or chartplotter, you can adjust the value.

**High RPM Limit:** Allows you to adjust the highest RPM point of your boat. If the value does not match the value on the helm control or chartplotter, you can adjust the value.

**Planing Speed:** Allows you to adjust the planing speed of your boat. If the value does not match the value on the helm control or chartplotter, you can adjust the value.

**Max. Speed:** Allows you to adjust the maximum speed of your boat. If the value does not match the value on the helm control or chartplotter, you can adjust the value.

**Rudder Sensor Settings**

NOTE: Rudder sensor settings apply only when a rudder sensor is connected to the autopilot system.

To open the rudder sensor settings, select an option:

• On a helm control, from the heading screen, select Menu > Setup > Dealer Autopilot Setup > Steering System Setup > Rudder Sensor Setup.

• On a chartplotter, select Settings > My Vessel > Autopilot Installation Setup > Steering System Setup > Rudder Sensor Setup.

**Calibrate Rudder Sensor or Calib. Rudder:** Initiates a procedure that establishes the maximum range of movement of the rudder and calibrates the rudder-position sensor. If an error appears during the calibration, the rudder-position sensor has likely reached its limit. The sensor might not be correctly installed. If the problem persists, you can bypass this error by moving the rudder to the farthest position that does not report an error.

**Calibrate Rudder Center or Calib. Center:** Initiates a procedure that establishes the center position of the rudder. You can use this calibration if the on-screen rudder position indicator does not match the true rudder center on your boat.

**Max. Port Angle:** Allows you to enter the angle at which your rudder turns furthest port.
Max. Starboard Angle or Max. Stbd. Ang.: Allows you to enter the angle at which your rudder turns furthest starboard.