

Raymarine SmartPilot → Zora

The pilot speaks SeaTalk1, so it reaches Zora through a Raymarine **E22158** converter. That converter is the only part Zora ever sees. Wire it wrong and it never appears, so the autopilot menu stays empty and nothing says why.

THE THREE SOCKETS

COLOUR	WHAT GOES IN	IF IT IS WRONG
Yellow	The SeaTalk1 bus the pilot and its control head are already on	The pilot appears in Zora and ignores every command
White	A SeaTalkNG spur: the drop to the Zora server, or to a NMEA 2000 adaptor	No pilot in the list
Blue	The SeaTalkNG backbone, or a terminator at the end of it	No pilot in the list

Yellow carries data only, so it can never be the reason a converter has no power.

WHAT HAS TO BE TRUE

- 1

The SeaTalkNG backbone is powered and terminated

WHY

YOU SEE

FIX

The converter draws its power from SeaTalkNG. The 12 V cable in the kit is what puts power on the backbone in the first place, rather than a feed to the converter, and a run with open ends is electrically dead whatever is plugged into it. The kit ships two terminators for this.

No pilot in the autopilot menu, on a boat where the SeaTalk1 side is perfect.

Power cable to a live fused feed, a terminator in the blue socket at each end. Converter plus Zora is still a backbone and still needs both.
- 2

Zora hangs off that same backbone

WHY

YOU SEE

FIX

The server takes a white spur. Where the boat's backbone is standard NMEA 2000, a SeaTalkNG-to-DeviceNet adaptor joins the two, and that backbone needs its own power and terminators.

Nothing at all on the bus, not only the pilot.

White spur to the server, blue for whatever continues the run.
- 3

The SeaTalk1 bus lands in yellow

WHY

YOU SEE

FIX

This is the only path the keystrokes take. Zora sends them to the converter and the converter puts them on SeaTalk1.

The pilot is listed and selectable, the commands are accepted, and the boat does not turn.

Any free junction on the SeaTalk1 bus will do, since it is daisy-chained.
- 4

For wind hold: a wind instrument on SeaTalk1

WHY

YOU SEE

FIX

The pilot looks for apparent wind on its own bus before steering to wind. This is the pilot guarding itself, not Zora refusing.

Heading hold and the trims work. Wind hold never confirms.

An ST60-class wind head on the SeaTalk1 bus is what is known to work. Where the bus carries no wind at all, Zora sends wind data for the converter to pass down, though no boat has yet confirmed a pilot taking wind mode on it.

WHEN IT IS RIGHT

The autopilot menu lists **Raymarine E22158**, which is the converter's name rather than the pilot's. That is normal, and it means the whole chain is up. There is no model to pick and no address to type in.

Standby, heading hold and the $\pm 1^\circ / \pm 10^\circ$ trims all work from Zora, and the pilot's own control head keeps working beside it. In wind hold, read the wind instrument: the angle Zora shows is its record of what you asked for, since this pilot never reports the angle it holds.

A converter that loses power goes quiet and nothing announces it. The pilot stops being in the list. If a pilot that worked yesterday is missing today, check the backbone's power before suspecting the pilot.