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**FOR ALL EBC 406 ELTs**

**SUMMARY OF EBC'S INSPECTION PROCEDURES BASED ON FAA ADVISORY CIRCULAR  
43.13-1B, CHG 1; DATED SEPT. 27, 2001**

NOTE: The FCC has mandated that the transmitter test be performed only during the first 5 minutes of each hour and last no longer than 3 audio sweeps of the ELT signal. The test must be performed a minimum of once a year.

1. Remove all interconnections between the ELT unit, the antenna, and the Remote Control Monitor. Visually inspect and confirm proper seating of all connector pins. Special attention should be given to coaxial center conductor pins, which are prone to retracting into the conductor housing.
2. Remove the ELT from the mount and inspect the mount hardware. All required mounting hardware should be reinstalled and secured.
3. Inspect the battery pack. No corrosion should be detectable. Verify that the ELT battery is an approved pack, GS-46, manufactured by Emergency Beacon Corporation. Check the battery pack's expiration date.
4. To test the G-switch, disconnect the external antenna coaxial cable, and remove ELT from its mount. It is necessary to place a jumper between pin 1 and pin 11 of the ELTs connector. This is accomplished by using a mating 15-pin D-Sub male connector with a jumper between pin 1 and pin 11. Without this jumper, the ELTs auto activation feature is disabled.
5. To test the G-switch circuitry, it will be necessary to perform two (2) tests. Hold the ELT vertical with your arm fully extended horizontally. Swing the ELT around your body (like a forehand tennis swing) in the horizontal plane as fast as possible, keeping the ELT pointed up. This may take some practice since it takes a great deal of force to simulate a crash (see note 1 below). Proper activation is indicated when the PEOW-PEOW signal is heard through the radio (see note 2). Reset the ELT. Next, hold the ELT in a horizontal position with the antenna side away from you, and swing in the same manner as before. Listen for proper activation. Reset the ELT. (See note 1).  
Reset the ELT. Next, hold the ELT in a horizontal position with the antenna pointed away from you, and swing in the same manner as before. Listen for proper activation. Reset the ELT. (See note 1).
6. Immediately reset the ELT, as a real 406 distress signal will be radiated within 50 seconds.
7. Remove the jumper and reinstall the ELT into its mounting bracket and verify the proper direction for crash activation. Reconnect all cables. They should have some slack at each end and be properly secured to the airplane's structure for support and protection.
8. Perform a self-test, and verify pass-fail error codes as described in Section 9.
9. Verify that all switches are properly labeled and positioned.

Notes:

1. This is not a precise check; thus, it only indicates that the G-switches are working.
2. This is not a measured check. It is an indication that the ELT is radiating a sufficient signal to aid search and rescue.