

**BE SURE TO REGISTER
ELT WITH NOAA**

EBC-406HM

INSTRUCTION AND MAINTENANCE MANUAL

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NOAA ELT REGISTRATION FORM

**IMPORTANT: TESTING SHOULD NOT BE DONE WITH NIGHT-VISION GOGGLES ON.
DO TEST BEFORE START-UP!**

NOTE: PERFORMING THE SELF-TEST WITH THE EBC-406HM IN THE AIRCRAFT MAY RESULT IN MULTIPLE ERROR CODES. TO MINIMIZE ERROR CODES, ALWAYS PERFORM SELF-TEST WITH THE ELT OUTSIDE OF THE AIRCRAFT. A COMMON ERROR CODE WHEN USING THE PORTABLE ANTENNA IS THE, "BAD 121.5 MHZ RF OUTPUT POWER" THIS IS NORMAL, AND DOES NOT NECESSARILY INDICATE A FAULT. ALWAYS VERIFY HOMER SIGNAL BY LISTENING TO A COM RADIO TUNED TO 121.5 MHZ. IF A SIGNAL CAN BE HEARD, THE HOMER IS OKAY.

SECTION 1 GENERAL DESCRIPTION

The EBC-406HM is an Emergency Locator Transmitter (ELT) designed for helicopter installation. It meets the requirements of TSO-C126 in the Automatic Portable (AP) category (See Figure 1). It is designed to be mounted in the cabin of the aircraft, within reach of the pilot or co-pilot. As with all EBC ELTs, the increased survivability needs of cabin mounting have been met. The electronics and the activation system are completely encapsulated, and extra protection has been provided for the crystal. Our encapsulation method provides added protection against shock and moisture. The ELT transmits on 406.028 MHz, the civil 121.5 MHz, and the military 243.0 MHz emergency frequencies.

One of the unique characteristics of helicopter performance is that in the event of a loss of power, a helicopter may not necessarily go down nose first and may not have any forward motion. This may render a single axis G-switch ineffective. The EBC-406HM has two special G-switches that can sense deceleration forces from all directions. It is therefore uniquely suited for helicopter use. These 360° spherical switches are identical to those used and proven in our original helicopter ELTs, our EBC 302HM, EBC 302VRHMJ-121.5, EBC 302VRHMJ-243.0 ELTs, EBC-302VHMJ, and EBC-502HM ELTs. They will not trigger during a hard landing.

The EBC-406HM system has an LED and buzzer that flash/beep to indicate pass or fail after a self-test is completed, and to alert the pilot or others in the vicinity of an ELT activation.

There are two recessed areas, one on the top housing a 3-position toggle switch, LED, and antenna connector. The recessed toggle switch provides added protection against inadvertent activation and damage. The other recessed area is on the bottom. It houses a 15-pin female, D-Sub connector that mates with a connector in the mounting bracket. The mounting bracket connector is wired to a buzzer in the mounting bracket, and wired with a G-switch loop back that enables the G-switch when properly mated to the ELT connector.

To prevent inadvertent activation, the G-switches are disabled when the ELT is removed from its mount.

No external power connections are required. All indicators and controls are powered from the ELT's battery pack. Installation near the pilot eliminates the need for a wire harness and Remote Control Monitor.

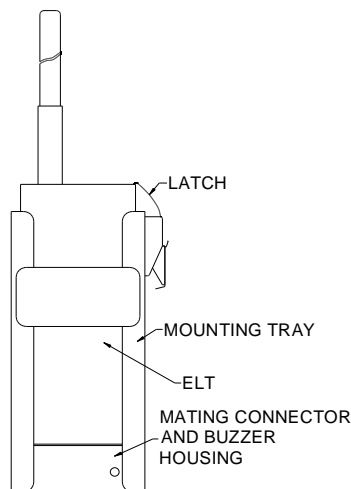


FIGURE 1: EBC-406HM

SECTION 2 REGISTERING YOUR ELT

It is required that every 406 ELT be registered by the aircraft owner after installation, re-registered every two years, and re-registered if there are any changes to information provided to NOAA in a previous registration, such as telephone numbers, aircraft registration number, change of owner, ...etc.

Every 406 ELT is programmed at the factory with a unique identification code used by the Rescue Coordination Center to determine if an emergency has actually occurred. This identifier is called the 15-Hex ID. It is located on the front label of the ELT. This unique identifier is stored in a database maintained by NOAA, It can then be accessed to contact the owner in the event of an ELT activation. Registration is free, and can even be done via the Internet on the NOAA website at: www.sarsat.noaa.gov, or at www.beaconregistration.noaa.gov.

A registration form is provided at the end of this manual. Please make certain to read the "Important Notice" attached. The form can be mailed or faxed to NOAA. The mailing address and fax number are located in the upper right corner of the registration form.

Make sure that the 15-Hex ID on the front label of the ELT is properly entered on the form. Also, enter all required information. If you register online, a confirmation letter with your completed registration form will be sent immediately via email or fax. If you registered by mail, the confirmation letter should arrive within two weeks. Once you receive your registration confirmation, review it carefully. You should also receive within two weeks a NOAA Proof of Registration Decal by mail. If you do not, please call NOAA toll-free at: 1-888-212-7283. This decal should be affixed to the beacon so that it is visible.

Failure to register or re-register as required every two years, or to notify NOAA of any changes to the status of your 406 MHz beacon could result in penalties and/or fines being issued under federal law.

SECTION 3 TOGGLE SWITCH FUNCTIONS

The EBC-406HM must be installed in the cabin of the aircraft, within reach of the pilot or co-pilot. This allows for quick removal of the ELT from the aircraft in an emergency.

ON position:

This position (closest to the antenna connector) manually activates the ELT. The ELT will begin radiating a distress signal on 121.500 MHz, 243.000 MHz, and within 50 seconds, will radiate an emergency coded signal on 406.028 MHz.

ARM position:

This position (center position) is the normal operating position for the ELT. When properly installed in its mount, the ELT is armed and ready to activate if an accident is sensed. When removed from its mount, the G-switch is disabled, and any mishandling will not result in activation.

TEST-RESET position:

This position (closest to the LED) is used to self-test, and to deactivate the ELT.

To **deactivate** the ELT, momentarily hold the switch in this position (closest to LED), hold for about one second and quickly release. The ELT will perform a self-test, and then deactivate. See **Section 6** for self-test results.

To **self-test** the ELT, momentarily move the handle from the center position to the "**TEST-RESET**" position; hold for about one second and quickly release. The ELT will perform a self-test, and then deactivate. Refer to **Section 6** for self-test results.

DISABLING THE AUTOMATIC ACTIVATION FEATURE

The ELT's G-switch is enabled ONLY when the ELT is properly installed in its mount, and properly attached to a mating connector that has a jumper from pin 1 to pin 11. Without this jumper, the ELT will not automatically activate in the event of a crash. When removed from its mount for any reason, the G-switch is disabled to prevent inadvertent activation. Please note that the ELT can still be manually activated via its toggle switch.

It is recommended that the homer signal be monitored on a radio tuned to 121.500 MHz.

SECTION 4 ELT INSTALLATION

RTCA Document DO-183 paragraph 3.1.8 describes the mounting requirements which must be followed when choosing a location on which to mount an ELT. It reads as follows:

THE ELT SHALL BE MOUNTED TO PRIMARY AIRCRAFT LOAD CARRYING STRUCTURES SUCH AS TRUSSES, BULKHEADS, LONGERONS, SPARS, OR FLOOR BEAMS (NOT AIRCRAFT SKIN). THE MOUNTS SHALL HAVE A MINIMUM STATIC LOCAL DEFLECTION NO GREATER THAN 2.5mm (0.1 INCH) WHEN A FORCE OF 450 NEWTONS (100 lbs) IS APPLIED TO THE MOUNT IN THE MOST FLEXIBLE DIRECTION. DEFLECTION MEASUREMENTS SHALL BE MADE WITH REFERENCE TO ANOTHER PART OF THE AIRFRAME NOT LESS THAN 0.3 METER (1 FOOT) NOR MORE THAN 1.0 METER (3 FEET) FROM THE MOUNTING LOCATION.

INSTALLATION INSTRUCTIONS:

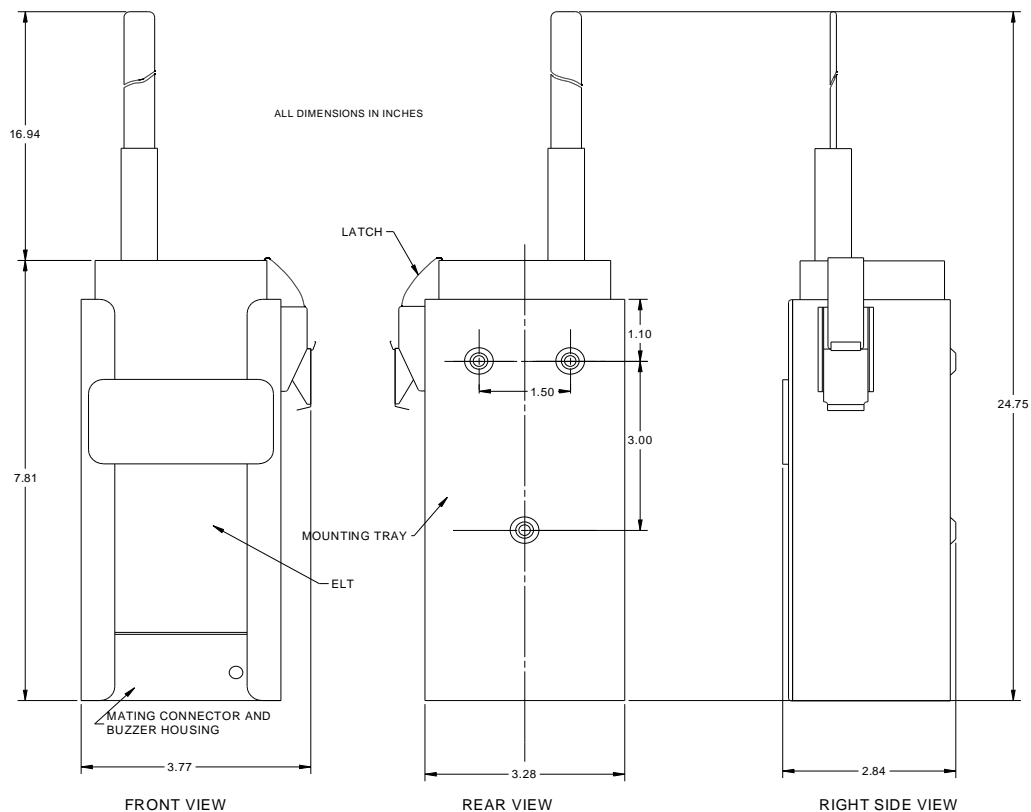


FIGURE 2: EBC-406 ELT OUTLINE WITH HOLE PATTERN

The EBC-406HM can be installed in any convenient location within the cockpit / cabin area of the helicopter provided the following requirements are met:

- It is suggested for best performance, that the distance between the bottom of the window, and the top of the mounting bracket be no greater than 3 inches.
- The top of the ELT antenna, once installed, should be no less than 1 inch down from the top of the window.
- The EBC-406HM mounting bracket must be securely attached as per the above DO-183 requirements. Use the mounting bracket as a template to mark out the holes needed for installation, or refer to Figure 2 for dimensions. After selecting a suitable location, drill and mount the EBC-406HM mounting bracket. Please refer to Figure 3 for an installation suggestions.
- The antenna should be at least 3 inches away from any metal window part.
- The EBC-406HM antenna must be vertical with as much of the antenna visible through a window as possible when viewed from the outside of the aircraft.
- Mount the ELT in the cabin within reach of the pilot or co-pilot, preferably behind the pilot's seat on the frame of the aircraft. The transmitter controls must be accessible for manual activation and deactivation. It is not necessary to directly view the LED on the ELT since the buzzer in the mounting bracket can be heard if the ELT is ever activated.
- Leave a minimum of 3 inches of clearance (measured from the side of the mounting bracket and any obstruction) on the latch side of the mounting bracket to allow for latch operation.
- The location chosen to install the ELT must provide rigidity and must not be subject to vibration that could cause activation.
- Attach the mounting bracket using accepted procedures. It must be secured to a rigid member of the aircraft so that a force of 100 lbs applied to it will not cause a movement greater than 0.1 inch.
- Do not install the mounting bracket to thin unsupported skin or fabric.

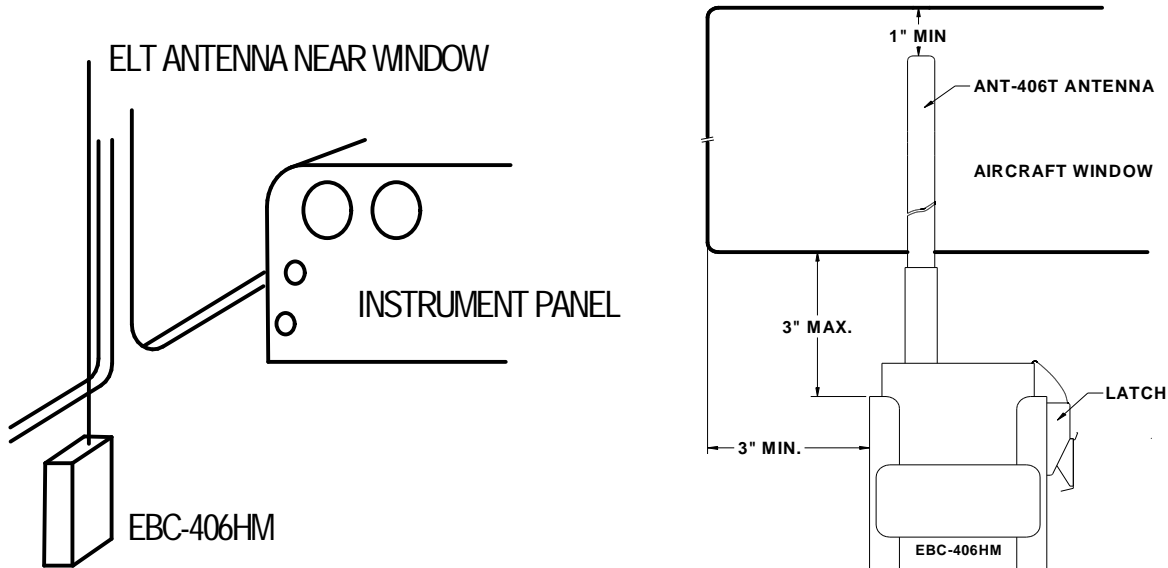


FIGURE 3: EBC-406HM INSTALLATION SUGGESTIONS

SECTION 5 FINAL INSTALLATION CHECK

FINAL INSTALLATION AND TEST

Before the ELT is installed into its mounting bracket, the following tests must be performed. It is recommended that these tests receive prior approval of the nearest control tower. FAA and FCC regulations require that transmitter test be performed only during the first 5 minutes of each hour and last no longer than 3 audio sweeps.

Before installing the ELT in its mount, verify that the G-switch is operational. To test the G-switch, it is necessary to fabricate a test jumper using a D-sub 15 pin male connector, with a jumper between pin 1 and pin 11. Without this test jumper, the ELT's auto activation feature is deactivated. Tune VHF COM receiver to 121.500 MHz.

BEFORE PERFORMING THESE TESTS, DISCONNECT THE ANTENNA FROM THE ELT!

Removing the antenna during the G-switch test assures that no signal will be transmitted to the satellites. This is vital in order that no false alarms be transmitted. Once activated, the signal can be monitored on the aircraft's COM radio; at close distances (a few feet), a strong 121.5 MHz homer signal can be detected by a COM even though an antenna is not attached to the ELT.

To test the G-switch circuitry, it is necessary to perform two activations to insure that both G-switches are able to activate the ELT. To test the horizontal switch, place toggle switch in the "ARM" position, and hold the ELT at arms length with the ELT in the vertical position. Swing the ELT around your body in the horizontal plane, (like a forehand tennis swing), as fast as possible. This may require a few tries since a great deal of force will be required to simulate a crash. The distinctive audio sweep should be heard over the radio.

Reset ELT by momentarily placing the toggle switch in the "TEST/RESET position.

To test the vertical activation, set the toggle switch to the "ARM" position, and hold the ELT at arms length with the antenna side pointed toward the horizon. Swing the ELT around your body as fast as possible. Proper activation will be indicated when the PEOW-PEOW signal is heard on the radio.

Reset ELT by momentarily placing the toggle switch in the "TEST/RESET position.

Immediately reset the ELT, as a real 406 distress signal will occur within 50 seconds!

Remove the test jumper from the ELT connector, reattach the portable antenna, and install the ELT into its mounting bracket, until it is fully seated, and the connectors are properly mated. Secure in place by closing latch.

After the ELT is installed into its mounting bracket, perform a self-test to verify ELT operation. This test requires that all ELT components be attached, and the ELT secured in its mount. It is recommended that such tests receive prior approval of the nearest control tower. FAA and FCC regulations require that transmitter tests be performed only during the first 5 minutes of each hour and last no longer than 3 audio sweeps.

SECTION 6 DESCRIPTION OF SELF-TEST MODE AND ERROR CODES.

NOTE: PERFORMING THE SELF-TEST WITH THE EBC-406HM IN THE AIRCRAFT MAY RESULT IN MULTIPLE ERROR CODES. TO MINIMIZE ERROR CODES, ALWAYS PERFORM SELF-TEST WITH THE ELT OUTSIDE OF THE AIRCRAFT. A COMMON ERROR CODE WHEN USING THE PORTABLE ANTENNA IS THE, "BAD 121.5 MHZ RF OUTPUT POWER" THIS IS NORMAL, AND DOES NOT NECESSARILY INDICATE A FAULT. ALWAYS VERIFY HOMER SIGNAL BY LISTENING TO A COM RADIO TUNED TO 121.5 MHZ. IF A SIGNAL CAN BE HEARD, THE HOMER IS OKAY.

Set the ELT's toggle switch to the spring loaded, "**TEST-RESET**" position. Hold for about 1 second and quickly release. The self-test event occurs in the following manner:

The ELT energizes its LED/buzzer for about 1 second
The ELT transmits three locator beacon audio sweeps on 121.500 MHz.
The ELT transmits one 406.028 MHz self-test burst.
During these transmissions, the ELT will perform a number of internal tests on its data and electronics.

If the ELT has passed all tests, the LED/buzzer will flash/beep for one second, and then de-energize.

If the ELT has not passed any or all of its tests, the LED/buzzer will flash/beep for one second, and de-energize for ½ second. Following this, the failure(s) are indicated by one or more error indications of the LED/buzzer.

The cadence of these on-off intervals will cause the LED/buzzer to flash/beep for ¼ of a second interval followed by ¼ second de-energized interval.

In the event that the ELT needs to signal multiple self-test failures, several LED/buzzer on-off sequences will follow, one after the other, and each sequence separated by an LED/buzzer de-energized interval of one second.

A SELF-TEST PASS IS INDICATED BY 1 FLASH/BEEP.

Self-test error codes are as follows:

ERROR CODE	MEANING
2 flashes/beeps.	Missing G-switch loop back
3 flashes/beeps.	Bad 121.500 MHz RF output power
4 flashes/beeps.	Bad 406 MHz RF VSWR
5 flashes/beeps.	Low 406 RF power output
6 flashes/beeps.	Bad EEPROM data
7 flashes/beeps.	Bad RAM

MEANING OF ERROR CODES

"**Missing G-switch loop back**" can indicate that the ELT is not fully seated in its mount, or the mating connector is not properly attached. It can also indicate a missing jumper from pin 1 to pin 11. This condition renders the G-switch inoperative.

"**Bad 121.500 MHz output power**" can mean that the homer signal on 121.500 MHz is not operating. Verify by listening to the signal on a COM radio tuned to 121.5 MHz.

"**Bad 406 MHz VSWR**" can indicate an antenna close to other objects.

"**Low 406 RF power output**" can indicate a low voltage battery, or defective 406 power amplifier.

"**Bad EEPROM data**" can indicate a hardware or software fault. ELT will only transmit on 121.5 and 243 MHz.

“Bad RAM” can indicate a hardware or software fault. ELT will only transmit on 121.500 and 243 MHz.

DO NOT ACTIVATE THE TRANSMITTER UNTIL YOU THOROUGHLY UNDERSTAND HOW TO DEACTIVATE IT!

SECTION 7 OPERATING INSTRUCTIONS

The EBC-406HM is for aviation emergency use only. In an accident with sufficient G-forces along the longitudinal axis of the aircraft, the ELT is automatically activated. Setting the ELT’s toggle switch to the “ON” position manually activates the ELT.

When the ELT is automatically or manually activated, there is a 1 second delay before the 121.5 MHz and 243 MHz homer transmitter is activated. This is followed approximately 50 seconds later by the 406 burst.

REMOVING THE EBC-406HM FROM ITS BRACKET

Remove the ELT from its mounting bracket by releasing the latch on the bracket. This is done by simultaneously using the thumb to push on the secondary latch, and forefinger to pull up on the main latch. Pull the ELT out by the lanyard, and exit the aircraft.

Place the ELT on high ground with the antenna in a vertical position. If using at temperatures below –20° C, for the longest operating life, keep the transmitter inside your jacket with the antenna exposed.

SECTION 8 PERIODIC INSPECTIONS

THIS INSPECTION PROCEDURE IS BASED ON FAA, AC 43.13-1B CHG 1, dated 9/27/01.

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 the ELT antenna. Visually inspect and confirm proper seating of all BNC connector pins at the antenna end, and at the ELT end. Special attention should be given to coaxial center conductor pin, which may retract into the conductor housing. Check for corrosion, and any obvious signs of wear.
2. Remove the ELT from its mount and inspect D-Sub connectors for corrosion, and any obvious signs of damage, such as bent or missing pins. Inspect the mounting hardware for stability. All required mounting hardware should be reinstalled and secured.
3. Inspect the battery pack. No corrosion should be detectable. Verify that the ELT battery connectors are fully mated with no gap between them. Verify that the battery is an approved pack, GS-46, manufactured by Emergency Beacon Corporation. Check the battery pack’s expiration date.

DISCONNECT THE ANTENNA BEFORE PERFORMING THE FOLLOWING TESTS TO PREVENT FALSE ALARMS FROM BEING RADIATED!

4. Activate the ELT using the ELT "ON" switch. The ELT should be heard on the VHF radio communications receiver when tuned to 121.5 MHz (See note 2). The LED/buzzer should indicate whenever the ELT is activated. Reset ELT
5. To test the G-switch, disconnect the antenna, and remove ELT from its mount. It is necessary to place a test jumper between pin 1 and pin 11 of the ELT’s connector. This can be accomplished by using a mating 15-pin D-Sub male connector with a jumper between pin 1 and pin 11. Without this jumper, the ELT’s auto activation feature is disabled.
6. To test the G-switch circuitry, it will be necessary to perform two (2) tests. Hold the ELT in the vertical position 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 vertical. 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.

Reset the ELT. Next, hold the ELT in a horizontal position with the antenna side pointed away from you, and swing as before. Listen for proper activation. Reset the ELT. (See note 1).

7. Immediately reset the ELT, as a real 406 distress signal will be radiated within 50 seconds.
8. Remove the jumper and reinstall the ELT into its mounting bracket and verify the proper direction for crash activation. Reconnect antenna
9. Perform a self-test, and verify pass-fail error codes as described in Section 6.
10. 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.

SECTION 9 EQUIPMENT LIMITATIONS

The conditions and tests required for TSO approval of this article are minimum performance standards. It is the responsibility of those desiring to install this article on a specific type or class of aircraft to determine that the aircraft installation conditions are within the TSO standards. The article may be installed only if further evaluation by the applicant documents an acceptable installation and it is approved by the Administrator.

This equipment must be installed according to the recommendations outlined in this manual. Only Emergency Beacon Corporation TSO approved parts are to be used. Substitution of other components will void the warranty. Any deviation may result in failure of the equipment to operate properly.

SECTION 10 BATTERY REPLACEMENT

FAR 91.207(c) requires that the battery in the ELT be replaced in accordance with the replacement date marked on the ELT or when the transmitter has been in use for more than one cumulative hour. The battery replace label with the replacement date is found on the exterior of the ELT and on the replacement battery. This battery pack must be replaced every 5 years or after one hour of cumulative use. The battery should not be stored in a location where the ambient temperature is above 80°C, or below -40°C.

WARNING: The EBC-406HM must be used only with battery pack, P/N GS-46. The ELT will not meet the requirements of TSO-C126 if used with another type of battery. GS-46 battery packs are available from Emergency Beacon Corporation and its dealers.

BATTERY INSTALLATION PROCEDURE:

1. Verify that the ELT is off, and remove from its mount.
2. Unscrew the 4 back cover screws and remove cover.
3. Observe the manner in which the battery is situated within the ELT. The new battery must be installed in the same physical orientation as the current battery.
4. Remove the plastic U strip spacer.
5. Grasp black connectors, and pull apart. Do not pull on wires or they may be damaged.
6. Verify that all of the contacts on the battery connector, the BNC connector, and D-Sub connector are free of corrosion. Clean as required.
7. Install new battery with label facing up. Tightly mate battery connectors.
8. Install plastic U strip spacer.
9. Remove the "replace by" label, and place on the side of the ELT.
10. Reinstall cover, install into mounting bracket, and reconnect coax cable.
11. Perform self-test as per Section 6.

The Part Number for a replacement battery pack is GS-46.

CAUTIONS:

This battery pack is comprised of lithium manganese dioxide cells. Do not disassemble the battery pack. Do not short circuit. Lithium is flammable. Do not dispose of the battery pack in or near fire or flame.

The conditions and tests required for this TSO approval of this battery are minimum performance standards. It is the responsibility of those desiring to install this battery in a specific class of aircraft to determine that the aircraft installation conditions are within the TSO standards. The battery may be installed only if further evaluation by the applicant documents an acceptable installation and is approved by the administrator. Lithium battery safety concerns include the possibility of fire, venting violently, and venting toxic gases.

Battery Specifications:

System:..... Non-rechargeable Lithium Manganese Dioxide
Nominal Open Circuit Voltage ... 9.8 VDC, Red lead positive
Total Lithium Content 10.2 grams
Nominal Size..... Height = 2.53" Width = 1.42" Length = 4.14"
Nominal Weight..... Approximately 1.2lbs.
Certification TSO-C142

GS-46 ENVIRONMENTAL QUALIFICATION FORM

APPLICABLE SPECIFICATIONS: RTCA DO-227, RTCA DO-204, RTCA DO-160C
ENVIROMENTAL CATEGORY: 227/227/227/227/204/204/XXXXXXXXXXXXXXXXXX

TEST CONDITIONS	Section DO-160C	Paragraph	Category
Survival Low / High Temperature Cycle	-	2.3.3	Per DO-227
Altitude	-	2.3.4	Per DO-227
Decompression	-	2.3.5	Per DO-227
Humidity	-	2.3.6	Per DO-227
Shock	-	2.3.4.1	Per DO-204
Vibration	8.0	2.3.5	Per DO-160C/204
Explosion Proofness	9.0	-	X
Waterproofness	10.0	-	X
Fluids Susceptibility	11.0	-	X
Sand and Dust	12.0	-	X
Fungus Resistance	13.0	-	X
Salt Spray	14.2	-	X
Magnetic Effect	15.0	-	X
Power Input	16.0	-	X
Voltage Spike	17.0	-	X
Audio Freq. Conducted Susceptibility	18.0	-	X
Induced Signal Susceptibility	19.0	-	X
R.F. Susceptibility	20.0	-	X
Emission of R.F. Energy	21.0	-	X
Lightning Induced Transient Susceptibility.	22.0	-	X
Lightning Direct Effects	23.0	-	X
Icing	24.0	-	X

EBC-406HM ENVIRONMENTAL QUALIFICATION FORM

Nomenclature: 406 / 121.5 / 243.0MHz Emergency Locator Transmitter.

Part Numbers: EBC-406HM, BB-12M, GS-46 **TSO Number:** C126

Other Applicable Specifications: RTCA DO-204

Manufacturer: Emergency Beacon Corporation **Address:** 15 River Street, New Rochelle, New York

Revision of DO-160: C and D **Tests started:** 5/20/06. **Tests completed:** 2/25/07.

ENVIRONMENTAL CATEGORIES: D1XBC(204)(204)XRFXXSXXXZ(204)X(A1C1)XXA

CONDITIONS	SECTION	DESCRIPTION OF TESTS CONDUCTED
TEMPERATURE AND ALTITUDE	4.0	EQUIPMENT TESTED TO CATEGORY D1
OPERATING LOW TEMPERATURE	4.5.1	EQUIPMENT TESTED TO CATEGORY D1
OPERATING HIGH TEMPERATURE	4.5.2 & 4.5.3	EQUIPMENT TESTED TO CATEGORY D1
IN-FLIGHT LOSS OF COOLING	4.5.4	NOT APPLICABLE
ALTITUDE	4.6.1	EQUIPMENT TESTED TO CATEGORY D1
DECOMPRESSION	4.6.2	EQUIPMENT TESTED TO CATEGORY D1
OVERPRESSURE	4.6.3	EQUIPMENT TESTED TO 170 kPa abs.
TEMPERATURE VARIATION	5.0	EQUIPMENT TESTED TO CATEGORY B
HUMIDITY	6.0	EQUIPMENT TESTED TO CATEGORY C
OPERATIONAL SHOCK	7.0	EQUIPMENT TESTED TO CATEGORY (204)
OPERATIONAL CRASH SAFETY	7.0	EQUIPMENT TESTED TO CATEGORY (204)
VIBRATION	8.0	EQUIPMENT TESTED TO CATEGORY (204)
EXPLOSION	9.0	NOT APPLICABLE
WATERPROOFNESS	10.0	EQUIPMENT TESTED TO CATEGORY R
FLUIDS SUSCEPTIBILITY (salt water)	11.0	EQUIPMENT TESTED TO CATEGORY F
SAND AND DUST	12.0	NOT APPLICABLE
FUNGUS	13.0	NOT APPLICABLE
SALT SPRAY	14.0	EQUIPMENT TESTED TO CATEGORY S
MAGNETIC EFFECT	15.0	NOT APPLICABLE
POWER INPUT	16.0	NOT APPLICABLE
VOLTAGE SPIKE	17.0	NOT APPLICABLE
AUDIO FREQUENCY SUSCEPTIBILITY	18.0	NOT APPLICABLE
INDUCED SIGNAL SUSCEPTIBILITY	19.0	EQUIPMENT TESTED TO CATEGORY Z
RADIO FREQUENCY SUSCEPTIBILITY	20.0	EQUIPMENT TESTED TO CATEGORY (204)
RADIO FREQUENCY EMISSION	21.0	NOT APPLICABLE
LIGHTNING INDUCED TRANSIENT SUSCEPTIBILITY	22.0	EQUIPMENT TESTED TO CATEGORY A1C1
LIGHTNING DIRECT EFFECTS	23.0	NOT APPLICABLE
ICING	24.0	NOT APPLICABLE
ELECTROSTATIC DISCHARGE	25.0 (DO-160D)	EQUIPMENT TESTED TO CATEGORY A

OTHER DO-204 ENVIRONMENTAL TESTS PASSED

CONDITIONS	SECTION	DESCRIPTION OF TESTS CONDUCTED
IMPACT PENETRATION	2.3.4.2	55 LBS IMPACT FROM 6 INCHES TEST
CRUSH	2.3.4.3	1000 LBS APPLIED FORCE CRUSH TEST
FLAME	2.3.7.1	15 SECOND FLAME EXPOSURE TEST
POST CRASH IMMERSION	2.3.9.4	1 METER SALT WATER IMMERSION TEST
OTHER ELECTRONIC TESTS	2.3.2 THRU 2.3.2.6	LOW-TEMP. LIFE, HIGH TEMP., TEMP. GRADIENT/ FREQ. STABILITY, VSWR THERMAL SHOCK, SELF TEST
LONG TERM FREQUENCY DRIFT	2.4.2.1.4	IDENTIFIED AS PER RF OSC. MFG. DATA*

* Not tested but identified as meeting requirement from manufacturer's specifications.

SECTION 11 REPAIRS

Should you experience any problems with your ELT, contact the factory for advice. Should repairs become necessary, disconnect the battery and send the ELT to the factory. Emergency Beacon Corporation is the only authorized repair facility. Please include a note describing the problem. Emergency Beacon Corporation will evaluate the unit and contact you with a repair estimate. There is a nominal fee for this inspection.

SHIPPING INSTRUCTIONS:

- 1 – Disconnect battery.
- 2 – Enclose a note describing the problem. Include your name, address and telephone number.
- 3 – Pack well and insure.

The customer pays shipping costs to and from the factory.

Send the ELT to:

Emergency Beacon Corporation, 15 River Street, New Rochelle, New York, 10801, USA

SECTION 12 EBC-406HM SPECIFICATIONS

Operating Frequencies:406.028 MHz, 121.500 MHz, and 243.000 MHz
Modulation 406 MHz:.....Biphase L (16KOG1D)
Modulation 121.500 MHz:Swept tone 1600 Hz to 300 Hz, 2-4 times/second
Output Power on 406 MHz:.....5W for 24 hours at –20 C
Output Power on 121.500 MHz:50 mW min for 50 hours at –20 C
Operating Temperature:.....-20 C to +55 C
Battery Type:.....Lithium Manganese Dioxide (GS-46 Battery Pack)
Useful Battery Life:5 years or 1 hour of cumulative use
Automatic Activation:True 360° spherical 6 axis G-switch system
5-7 G's
Altitude:50,000 ft
Decompression:8000 ft to 50,000 ft
Over Pressure:-15,000 ft
Humidity:95% for 144 hours
Shock Performance:500 Gs On 6 Axis for 4ms
100 Gs On 6 Axis for 100ms
Vibration:Withstands 10 Gs
Immersion:Withstands 24 hours in salt water
Message Protocols:Aviation User Protocol, Serialized Aviation User Protocol
Activation Alerts.....LED and buzzer
Input Power.....No Aircraft Power Required

PHYSICAL FEATURES:

Size (ELT):Height = 6.7" Width = 2.9" Depth = 2.5"
Total Weight:2.5 lbs. (including battery, but not antennas)
Case Material:Aluminum
Finish:Flat Black

EBC-406HM TWO YEAR WARRANTY

FOR YOUR RECORDS:

Type of Equipment: _____

Model No. _____ Serial No. _____

Date Purchased: _____ Dealer: _____

PLEASE NOTE: ALL WARRANTIES ARE NULL AND VOID IF NON-FACTORY APPROVED BATTERIES ARE EVER USED IN YOUR ELT.

The EMERGENCY BEACON CORPORATION instrument you purchased is conservatively designed and was carefully inspected before shipment. Properly operated in accordance with the instructions furnished, it will provide you with trouble-free service. Should repairs become necessary, write or call EMERGENCY BEACON CORPORATION describing symptoms of faulty operation. Instructions will be sent to you for obtaining service, if factory judges necessary, authorization for shipment will be given to you. Do not ship without first obtaining this authorization. Pack well and insure when shipping. Repairs will be made without charge for materials and labor within two years from date of warranty registration. Transportation charges both ways are to be borne by the customer. Beyond this warranty period fair charges will be made for service using factory approved new parts. This warranty is void if:

- 1- Damaged in transit.
- 2- Abused in any way.
- 3- Repair is attempted by persons not authorized by EBC.
- 4- Unapproved battery is installed.

EMERGENCY BEACON CORPORATION (EBC),
15 River Street, New Rochelle, New York USA 10801
Phone: (914) 235-9400; (914) 576-2700; FAX: (914) 576-7075.

— (CUT HERE AND RETURN TO FACTORY)

TWO YEAR WARRANTY REGISTRATION

Model No: _____ Serial No: _____

Date Purchased: _____

How did you hear of this product? _____

What persuaded you to purchase it? _____

Dealer: _____ City: _____

My name: _____

Address: _____

City: _____ State: _____ Zip: _____

Return this portion to: EMERGENCY BEACON CORPORATION
15 RIVER ST.
NEW ROCHELLE, NY 10801, USA