



AIRCRAFT EMERGENCY LOCATOR TRANSMITTER

OPERATION AND INSTALLATION INSTRUCTIONS FOR: MODEL 4000-10 (AP)(AF)

FOR HORIZONTAL MOUNTING IN FIXED WING AIRCRAFT OR ANGULAR MOUNTING IN ROTARY WING AIRCRAFT.

TSO-C91A

WARNING!

FOR AVIATION EMERGENCY USE ONLY. UNAUTHORIZED OPERATION IS PROHIBITED.

POINTER AVIONICS

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SECTION 1 DESCRIPTION

- 1-1 **POINTER SENTRY ELT** is a self-contained emergency locator transmitter capable of manual or automatic operation.
- **1-2 POINTER SENTRY ELT** is designed to withstand forced landing and crash environmental conditions and survive in an operable condition. The highest quality materials and components have been selected for manufacturing to insure rugged, reliable emergency equipment.
- 1-3 Automatic activation is accomplished by a deceleration sensing inertia switch. The inertia switch is designed to activate when the unit senses longitudinal inertia forces as required in TSO-C91A. NOTE: When properly installed, parallel to the line of flight, POINTER SENTRY ELT will not activate due to turbulence, normal operations, or aerobatics.
- **1-4 POINTER SENTRY ELT** (see Figures 1 and 2) consists of:
- A A high-impact, fire retardant, waterproof case with carrying handle.
- B A solid-state transmitter operating at the assigned emergency frequencies of 121.5 MHz and 243.0 MHz. Normal transmission is modulated by a distinctive down swept tone.
- C A battery pack P/N C2020 consisting of alkaline "C" cells in an impact resistant molded housing, with interconnecting plug assembly. The battery pack is available from your local **POINTER** dealer or direct from the distributor.
- D An antenna connector outlet for fixed or telescopic antenna.
- E A remote "ON-AUTO-RESET" control jack.
- F A master "ON-OFF-AUTO" switch.
- G An Inertia switch with electrical reset feature
- H An external whip antenna, P/N3001 with coax cable, P/N 3002.
- I Remote cabin switch kit P/N2019-10, and 2021-10 master switch guard and hardware.
- J An Instrument Panel Warning Label to be affixed adjacent to Remote Switch. (Transport Canada requirement)
- K A preformed anodized quick-detach mounting bracket, P/N 2017-10.
- L An operation and installation manual.
- M A warranty registration card.
- N A Transport Canada required "ELT LOCATED HERE" Decal.
- O Special high performance antenna P/N 3003 (OPTIONAL)
- P A storable telescopic antenna, P/N 2006-10 with tether line.

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SECTION 2 PRE-INSTALLATION

- 2-1 POINTER SENTRY ELT is designed to be installed in the aft section or cabin of the aircraft. The installation and testing should be made by qualified personnel in accordance with TRANSPORT CANADA regulations, referring to the Engineering and Inspection Manual, Part 1, Chapter II, Section 2.2. Appropriate weight and balance computations shall be completed and entered in the Aircraft Logbook for each installation.
- a. Remove **POINTER SENTRY ELT** from carton and remove foam guard from master switch. Verify the master switch is in the "OFF/RESET" position (See Figure 1)



c. Place master switch in the "AUTO" position.

- d. Shake the unit firmly parallel to the "DIRECTION OF FLIGHT" arrow on the unit face. A down sweeping tone will be heard on the monitoring radio at 121.5 MHz. or 243.0 MHz. To reset "G" switch turn master switch to "OFF" momentarily.
- e. Place the master switch in the "ON" position. Unit should again operate.
- f. Place the master switch in the "OFF" position. POINTER SENTRY ELT IS NOW READY FOR INSTALLATION.

NOTICE

IF FOR ANY REASON POINTER SENTRY ELT DOES NOT TRANSMIT DURING ANY OF THE ABOVE TESTS, REPEAT THE PROCEDURES. IF THE UNIT STILL FAILS TO OPERATE, RE-PACKAGE THE ENTIRE UNIT AS SHIPPED, COMPLETE THE REGISTRATION CARD, PLACE A NOTE OF EXPLANATION AND THE REGISTRATION CARD INSIDE THE BOX AND RETURN UNIT TO DEALER OR DISTRIBUTOR FOR REPLACEMENT.



SECTION 3 INSTALLATION INSTRUCTIONS

3.0 GENERAL

The following instructions are a general guide for the installation of the POINTER SENTRY Aircraft Emergency Locator Transmitter. Installation shall be made in accordance with the requirements of FAA document AC 43-13-2, ACCEPTABLE METHODS, TECHNIQUES, & PRACTICES - AIRCRAFT ALTERATIONS. Each installation must satisfy air worthiness requirements pertinent to type and country of registry.

For installation in Canadian registered aircraft, refer to TRANSPORT CANADA Engineering and Inspection Manual, Part II, Chapter III, Section 3.12.7(e)

CAUTION!

INSTALLATION IN THE PRESSURIZED AREA OF AN AIRCRAFT CONSTITUTES A MAJOR MODIFICATION. CONSULT REGIONAL TRANSPORT CANADA ENGINEERING OFFICE BEFORE PROCEEDING.

3.1 MOUNTING LOCATION - FIXED-WING AIRCRAFT

- a. The POINTER SENTRY ELT should be mounted as far aft as possible. Location should be chosen to afford easy and repeated access to the ELT for testing, servicing, and manual activation/deactivation when the aircraft is on the ground.
- b. Select an area in the cabin such as between the seats, in the luggage area, cabin floor, radio rack or any flat surface parallel to the longitudinal axis of the aircraft. <u>Assure that the mounting area is solid.</u>
- c. It is important that the unit be mounted PARALLEL TO or SLIGHTLY ABOVE the line of flight in fixed-wing aircraft. The POINTER SENTRY ELT must be solidly mounted. DO NOT install in an area subject to flexing or drumming vibrations. See Section 3.3 and 3.4 for installation details.



3.2 MOUNTING LOCATION - ROTARY-WING AIRCRAFT (HELICOPTER)

a. The POINTER SENTRY ELT must be located on the primary structure. This location must be accessible for manual activation/deactivation, testing, and servicing when the helicopter is on the ground. See Section 3.4 for installation details.



All hardware shown is included in the standard Pointer Sentry 4000-10 Installation Kit.

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3.3 ELT INSTALLATION DETAILS - FIXED-WING AIRCRAFT

NOTE:

Prior to installing the ELT transmitter, check that battery replacement date is marked in the space on the label at the end of the unit.

- 3.3-1 Attach mounting bracket to the aircraft structure so that, when the unit is installed, the "DIRECTION OF FLIGHT" arrow on the ELT control face points forward in the direction of flight. Drill four holes and attach the mounting bracket with # 6 pan head screws. All attaching hardware must be of material and type suitable for Aircraft application. Heads must be flush with bracket surface.
- 3.3-2 Figure 3 shows a typical fixed-wing aircraft installation. Insert transmitter into the mounting bracket and position bracket strap forward of rear telescopic antenna clip and over the unit case. Open latch, attach to clip and lock into place.
- 3.3-3 Place the Master Switch in the "AUTO" position and install Master Switch Guard clip.
- 3.3-4 Record the installation in Aircraft Logbooks.
- 3.3-5 A remote whip antenna and coaxial cable are provided with model 4000-10 for external mounting. See Section 3.5 for antenna mounting details.
- 3.3-6 EXTERNAL MARKING. An "ELT LOCATED HERE" decal is supplied with each system, to indicate transmitter location.

3.4 INSTALLATION DETAILS - ROTARY-WING (HELICOPTER)





FIGURE 4. MOUNTING POINTER ELT IN ROTARY-WING AIRCRAFT

3.5 WHIP ANTENNA LOCATION AND MOUNTING

3.5-1 The POINTER SENTRY 4000-10 Whip Antenna and coaxial cable are provided to permit external antenna radiation. Use ONLY the cable furnished with the unit. Whip antenna should be mounted as far aft as possible on the surface of the aircraft (or helicopter) as this area is normally less susceptible to impact damage.

Pay particular attention to the following:

- (a) Mount Whip Vertically on the upper surface of aircraft (or helicopter).
- (b) Locate so as to minimize RF coupling from adjacent communications antennae. Maintain maximum practical distance from all other antennae.
- (c) Must not foul other antennae when whipped in flight.
- (d) Mount Whip antenna as close as possible to transmitter. Neatly coil and tie any excess in the 5 foot coax cable. NOTE: COAXIAL CABLE MUST NOT BE CUT OR ALTERED.

3.5-2 WHIP ANTENNA INSTALLATION

Figures 5 and 6 illustrate details of Metal and Fabric-skin aircraft antenna installations.

3.5-3 ANTENNA MODIFICATION For high performance aircraft.

The POINTER SENTRY ELT Whip antenna may be modified to reduce wind-loading at higher speeds as shown below in Figure 7. (See Section 7 for max. speed.)





3.6 REMOTE SWITCH OPTION

The Remote Switch/Monitor feature is required for all installations where the transmitter is not accessible to the pilot in flight. This Remote Switch/Monitor enables the pilot to control the ELT in flight, and also visibly detects if ELT is transmitting. This is also useful for testing without gaining access to the transmitter.





- **3.6-3** Select a location on the instrument panel for the Remote Switch/Face plate assembly. A 3/4" square hole is required for switch installation.
- **3.6-4** Figure 10 shows pin/terminal details for the connector and remote switch. Connect the wires as shown in Figure 9 using ONLY the connector and switch supplied in the kit. (Using any other type of switch voids the TRANSPORT CANADA approval of the system).



- 3.6-5 At panel end of cable, remove outer cable covering, form shielding into pigtail. Connect pigtail to aircraft ground.
- 3.6-6 At transmitter end of cable, remove cable covering and form shielding into pigtail. Connect with pin D of the remote connector.
- 3.6-7 An in-line fuse or circuit breaker (1 amp max) must be installed in the aircraft power circuit to the Remote Switch.
- 3.6-8 12/24V aircraft. The remote switch "#2" terminal must be connected to the Remote Connector "H" pin in 12/14 Volt systems, and to the "E" pin in 24/28 Volt systems.
- 3.6-9 Mating the remote connector to the transmitter. Before mating the connector to the transmitter, apply silicon grease to the contacts to create a waterproof seal.
- 3.6-11 Affix the warning label which reads (For Aviation Emergency Use Only) to the instrument panel above, below, or adjacent to the Remote Switch/Face Plate to comply with Transport Canada Requirements. This completes Remote Switch Installation.

SECTION 4 FUNCTIONAL TESTING

4.0 GENERAL

The POINTER SENTRY ELT System must undergo a functional test for the following reasons:

- (a) After initial installation
- (b) After system maintenance, such as battery pack replacement.
- (c) Thereafter at owner's or operator's discretion. Annual or more frequent inspection intervals are recommended.

An annual PERFORMANCE TEST and recertification, by an approved Avionics facility, is mandatory for installations aboard Canadian Registered aircraft.

4.1 TEST PREPARATION

- 4.1-1 Visually inspect unit, connections and mounting bracket occasionally for cleanliness and secureness. Check fixed antenna mounting for tightness. Verify master switch in "AUTO" position.
- 4.1-2 Test unit occasionally using procedure outlined in FAA advisory circular AC-20-81. **DON'T** overtest. If more than one cumulative hour of testing occurs before the replacement date of the battery pack, the pack should be replaced.
- 4.1-3 Functional test of equipment in Canadian registered aircraft shall be performed and no more than three Audio Modulation sweeps should be permitted. Refer to Section 3.12.7(d) of Part II, Chapter III of TRANSPORT CANADA Engineering and Inspection Manual.

NOTE: Where aircraft comm. receiver is used: (a) Tune to 121.5 MHz (b) Adjust manual squelch to maximum (c) Turn up receiver volume until slight background noise is heard. (An Automatic Squelch receiver will not reveal a defective ELT with a low RF output power.)

4.2 POINTER SENTRY ELT FUNCTIONAL DETAILS

4.2-1 AUTOMATIC PORTABLE (AP). (Unit installed without the remote switch). The unit Master Switch functions as follows:

AUTO: Used to arm the POINTER SENTRY ELT for automatic activation by the "G" switch only.

ON: Used to activate the transmitter for test or emergency situations. The ON switch bypasses the automatic activation switch.

OFF/RESET: Used to de-activate the transmitter during handling and to reset the automatic activation switch.

4.2-2 "G" Switch: Used to activate the POINTER SENTRY in an emergency situation. The "G" switch can be operated by impact only.



4.2-3 AUTOMATIC FIXED (AF) (unit installed WITH the remote switch) The Remote Switch functions as follows: (With Master Switch in "AUTO" position)

- **ON:** Used to remotely activate the transmitter for a test or emergency situation. An example of such an emergency situation would be a forced landing with an impact insufficient to activate the "G" switch.
- **AUTO:** Used to arm the POINTER SENTRY ELT for automatic activation by the "G" switch only.
- **RESET:** Used to deactivate and rearm the transmitter after automatic activation by the "G" switch.

4.3 FUNCTIONAL TEST OF AIRCRAFT-INSTALLED POINTER SENTRY ELT



4.4 MAINTENANCE

4.4-1 If the ELT fails to operate properly during the functional test, remove only the main unit and return to POINTER AVIONICS for inspection and repair.

4.4 PERFORMANCE TEST (Canadian Registered Aircraft Requirement)

4.4.1 The Engineering and Inspection Manual, Part 1, Chapter III, Section 3.12.7(e) describes a performance test to be accomplished every 12 months. This test MUST be carried out by an approved Avionics Facility and so certified on a MAINTENANCE RELEASE TAG.



SECTION 5 OPERATING INSTRUCTIONS

- 5.0 GENERAL. Your POINTER SENTRY ELT has been engineered to provide the most reliable operation possible. Every contingency has been considered in the design and construction of the ELT system. The following section will acquaint you with the simple operational procedures of the POINTER SENTRY ELT. It is recommended that you familiarize yourself thoroughly with these procedures and have them firmly in mind to add to your flying confidence.
- 5.1 It is recommended that the following steps be taken to insure the best possible operation in an emergency:
 - (a) Become thoroughly familiar with the POINTER SENTRY ELT instructions.
 - (b) Keep them on hand in the aircraft at all times.
 - (c) Visually inspect the unit at regular intervals for cleanliness and secureness. Check External antenna mounting and cable connections for tightness.
- 5.1-1 OPERATING MODES OF POINTER SENTRY ELT INSTALLED IN AIRCRAFT. The following table gives the switch positions and functions for various situations.

MANUAL	SYSTEM	(Pointer ELT System Without Remote Switch)	REMOT	E SYSTEM	(Pointer ELT System With Remote Switch)
MODE	Master Switch on Unit	FUNCTION	Master Switch on unit	Remote Switch on Panel	FUNCTION
AUTO	"AUTO" (Normal Flight Setting)	ELT automatically activated if "G" switch senses predetermined deceleration level.	"AUTO" (Normal Flight Setting)	"AUTO" (Normal Flight Setting)	ELT automatically activated if "G" switch senses predetermined deceleration level.
MANUAL	"ON"	Overrides "G" switch, and turns ELT on so it can be tested for proper operation on the ground OR: (ONLY IF TRANSMITTER IS ACCESSIBLE WHILE AIRBORNE) Airborne Testing	"AUTO" .	"ON"	Overrides "G" switch and turns ELT on so it can be tested for proper operation on the ground or while airborne. OR: If emergency situation is imminent and pilot wishes to activate ELT prior to emergency.
		OR: If emergency situation is imminent and pilot wishes to activate ELT prior to emergency	"AUTO"	"RESET"	Returns Pointer to "AUTO" armed mode if inadvertent activation of the "G" switch should occur.
OFF	"OFF" RESET	Turns POINTER ELT off in preparation for removal from aircraft or to discontinue signal after rescue. NOTE: If inadvertent activation occurs in system the transmitter can be			Aircraft electrical power is required for remote Reset. In case of inadvertent activation with Master power off, turn aircraft Master electrical power on, reset ELT, then return Master switch to off.
		restored to "ARMED" status by moving master switch to "OFF/RESET" position and then to "ALITO"			

- 5.1-2 After a forced landing, if aircraft receiver is operable, listen on 121.5 MHz for POINTER ELT transmissions. Ensure that external antenna is clear of obstructions.
- 5.1-3 The range of POINTER ELT varies according to weather and topography. In general, the swept tone signal can be heard up to 30 miles by a search aircraft at 10,000 Ft. Stay close to the downed aircraft to permit easier spotting by airborne searchers.

CAUTION: DO NOT TURN POINTER ELT OFF - EVEN AT NIGHT as search aircraft may be enroute around the clock. Even when you have been sighted or think you have, the spotting aircraft may not be able to relay an accurate or timely "fix" on your position without a continued signal.



5.2 OPERATING POINTER SENTRY ELT IN THE PORTABLE MODE

- 5.2-1 After forced landing or aircraft accident it may be desirable to use POINTER SENTRY ELT in the portable mode. Various reasons may necessitate this, such as:
 - (a) Broken or disabled whip antenna.
 - (b) Severed whip antenna cable.
 - (c) Danger of fire or explosion in aircraft.
 - (d) Temperature extremes in aircraft.
 - (e) Poor transmitting location.
 - (f) Water ditching with forced evacuation.

5.2-2 REMOVAL OF TRANSMITTER FROM AIRCRAFT.

NOTE: ACCOMPLISH AS QUICKLY AS POSSIBLE TO RESUME OR START EMERGENCY SIGNAL.

- (a) Bend Switch Guard away from unit Master Switch and place in "OFF" position.
- (b) Disconnect Remote Antenna Cable.
- (c) Disconnect Remote Switch Cable (if applicable).
- (d) Remove telescopic antenna from stowage clips. Unlatch hold down strap and remove unit from bracket.
- (e) Insert telescopic antenna into the ANT receptacle. Extend antenna fully.
- (F) Turn unit master switch to "ON" position. DO NOT USE "AUTO" position!
- 5.2-3 Consider such factors as Terrain, Temperature and Precipitation when choosing a location for the transmitter to radiate from.
- BEST TRANSMISSION MAY BE OBTAINED BY:
 - (a) Keeping antenna vertical
 - (b) Setting transmitter upright on a metallic surface, such as an aircraft wing or stabilizer.
 - (c) If terrain prohibits good transmission (such as a deep valley or canyon), place transmitter on high ground or hold in hand on high place.

SECTION 6 BATTERY INFORMATION AND REPLACEMENT

GENERAL

- 6.1 Power is derived from a pre-formed foam battery pack consisting of 5 1.5 V Alkaline "C" size batteries in series. This assembly has been moisture-sealed and fitted with a battery lead connector.
- 6.2 WHEN TO REPLACE BATTERY PACK:
- 6.2-1 In accordance with FAA/TRANSPORT CANADA regulations, batteries must be replaced after 2 years shelf or service life or for any of the following reasons:
 - (a) After the transmitter has been used in an emergency situation (including any inadvertent activation of unknown duration).
 - (b) After the transmitter has been operated for more than one cumulative hour (e.g. time accumulated in several tests and an inadvertent activation of known duration).
 - (c) On or before battery replacement date. (Battery replacement date is marked on the battery pack and the label at end of transmitter.)

Check with your local dealer or distributor for approved replacement battery packs.

WARNING: DO NOT ATTEMPT TO RECHARGE BATTERY PACK!

- 6.3 REMOVING THE TRANSMITTER FROM THE AIRCRAFT (See Figure 11)
- 6.3-1 Transmitter must be removed from aircraft for battery replacement by the following steps:
 - (a) Remove Switch Guard and place the Master Switch in the "OFF" position.
 - (b) Disconnect the antenna cable, and, where applicable, the remote connector.
 - (c) Open latch on hold-down strap, and remove Transmitter from mounting bracket.
- 6.4 REMOVE THE BATTERY PACK AS FOLLOWS:
 - (a) Remove six screws from back cover.
 - (Retain Teflon washers)
 - (b) Remove cover (save gasket), and disconnect the battery transmitter connectors.
 - (c) Remove and replace battery pack, reversing the above procedure.
 - (d) Exercise care not to overtighten the six base plate screws upon reassembly
- 6.5 Apply new battery replacement date label, supplied with replacement pack, on transmitter end prior to re-installing transmitter in aircraft.
- 6.6 After re-installing transmitter in aircraft, test in accordance with Section 4.3-Functional testing, p.11.

VIBRATION

SHOCK

OPERATING LIFE

POINTER ELT TEST SUMMARY Required FAA TSO-C91A Tests

MODEL (TYPE)	Low-Temp Requireme -55°C soak, 30 min. Operate -20°C for 50 h	ant: Dours.	HI-Temp Requ +85°C soak, 30 Operate 2 hrs. Repeat 24 hour	Irament:) min. +55°C, 22 hrs. +30° r cycle.	100 G Requi Half-sine puk C.	lrement: se 20 mSec. six axis	Swept Frequency 10G p Hz, three axis	eak 5 Hz to 200	
AUTOMATIC FIXED (AF) REMOTE ANTENNA)	Modulation Rate: 2 Modulation Range: 1 Carrier Frequency: 1 Duty Cycle: 5 Modulation Factor: 11 P.E.R.P.: 121.5 MHz: P.E.R.P.: 243.0 MHz:	.4 Hz 24 Hz 2128 Hz - 416 Hz 21.49790 MHz 0% 00% 75 mW 75 mW	Modulation Rat Modulation Rar Carrier Frequer Duty Cycle: Modulation Fac P.E.R.P.: 121. 243.	e: 3.2 Hz - 4.76 ge: 1563 Hz - 4.76 by: 121,49613 MH 50% tor: 100% 5 MHz 135 mW	Hz Modulation F Az Carrier Frequence Modulation F Duty Cycle: Modulation F P.E.R.P: 13	Tate: 3.2 Hz Tange: 1563 Hz - 500 Hz uency: 121.49836 MHz 50% 21.5 MHz: 160 mW 43.0 MHz: 140 mW	Modulation Rate: 32 Modulation Range: 15/ Carrier Frequency: 12 Duty Cycle: 50 Modulation Factor: 10 P.E.R.P.: 121.5 MHz: 1 P.E.R.P.: 243.0 MHz: 1	: Hz 83 Hz - 500 Hz 1.49664 MHz % 60 mW 60 mW	
Ŀ	2.8		TRA	NSMITTER PAF	AMETER LIMITS				*3)
Modullation Chaf Range:1600 Hz - 300 Excursion: 700 Hz mi Rale2 Hz - 4 Hz	RACTERISTICS:) Hz himum	Duty Modu Band	Cycle: 33° lation Factor: 855 width: 25	% minimum % minimum KHz maximum	RF CHARACTERI Frequency: 121.49392 Peak Effective Radiate	ISTICS: 25 MHz - 121.506075 MHz 24 ed Power (PERP): 50 mW mi	3.0 MHz Harmonically related I nimum atter 50 hours at -20°C	o fundamental (-4°F),	
				ENVIRONMEN	TAL TESTS				
ME(Impact: 1.0 X 0.5 int dropped six inches to Crush: Unit compres Laterally.	CHANICAL ch probe with 55 lb. mass unit surface. ssed 1000 b. vertically and	Temperature / +55°C, two cyc Altitude: Pres	TEMP/ALTITUDE (artiation: Unit cycl las, 6 hr. /cycle Pa sure altitude raised urs, vented to S/L	ed -20°C - r 2.3.2 to 35 Kii. and	MOIS Humidity: Unit maintain 38°Ct to 50°C variation for Spray: Two hours, amb Immersion: Unit subme	STURE ned at 95% humidity, or 48 hrs. sient temperature arged in 5% salt water for	ELECTRIC RF Reradiation: RF Susceptibility: Audio induced and Conducted Susceptibility: Volvines Solics Test:	AL Par. 227 Par. 228 Par. 23.14 Par. 23.13	
The transmitters subje within the required op	ected to the above environa verating parameters through	nental tests remained out the environmental	test program.		0 4 8 45 40				
						a.	Dim 7 5/8" x 3 1/2" x 2 3/4" (19.	ensions (Transmitter) 4 cm x 9 cm x 7 cm)	
System Weights: 7 F	TRANSMITTER (Including REMOTE ANTENNA (Inclu LIMITATIONS: Whip Anten	primary battery, & n ding coaxial cable at na 175 Kts MAS (Ma	itg. bracket) 1.9 lb id connector) 0.25 y be swept back pe	r. (.86 Kg) i Ib. (.11 Kg) er Fig. 7 for 225 Kls)					

SECTION 7

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WARRANTY

POINTER, INC. warrants each new Pointer Emergency Locator Transmitter to be free of defects in material and workmanship, to the original purchaser, indefinitely provided the battery pack is Pointer, Inc. manufactured and installed current. The Company will repair or replace, free of charge, at its factory, any part or parts found to be defective under normal use and service - *PROVIDED* that the enclosed warranty card is properly completed and mailed within 15 days after installation and is on file with *POINTER*. This warranty does not cover cost of removal or reinstallation of unit in the aircraft.

This warranty does not cover defects resulting from alterations, improper use, or installation, tampering or failure of the purchaser to follow normal operating procedures outlined in the user's instructions, nor for example, does it cover damage resulting from acts of God, such as floods, tornadoes, or lightning.

This warranty is made only to original purchasers and does not cover the responsibility for the shipping expenses in returning the transmitter or any part thereof to *POINTER* or returning the transmitter to the purchaser.

THE WARRANTY PROVISIONS SET FORTH ABOVE ARE IN LIEU OF ANY AND ALL OTHER WARRANTIES, WHETHER EXPRESSED OR IMPLIED, INCLUDING THE WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, AND ANY OTHER OBLIGATIONS OR LIABILITY WHATSOEVER ON THE PART OF *POINTER* OR ANY OF ITS FRANCHISED DEALERS.

NOTICE

THIS MANUAL OF INSTRUCTIONS ARE A GENERAL GUIDE FOR THE INSTALLATION OF *POINTER SENTRY EMERGENCY LOCATOR TRANSMITTERS.* INSTALLATION SHOULD BE MADE IN ACCORDANCE WITH FAA PART 43/ TRANSPORT CANADA REGULATIONS AND BY AN APPROVED INSTALLATION FACILITY.

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