

## SAR-DF 517

### 4-Band Precision Direction Finder



### Installation and Operation

Manual  
Issue 4

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**Section 1 General Information**

**1.1. Introduction**

The SAR-DF 517 4-Band Precision Direction Finder System is described in "Installation and Operation" DV 77513.03 and "Maintenance and Repair" DV 77513.04 manuals.

The manuals contain the following sections :

Section		DV 77531.03	DV 77513.04
1	General Information	X	X
2	Installation	X	X
3	Operation	X	X
4	Theory of Operation		X
5	Maintenance and Repair		X
6	Parts List		X
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**1.2. Purpose**

The SAR-DF 517 product is a general direction finder, developed for professional SAR (search and rescue) purposes. This Direction Finder (DF) is a multiband type (118MHz...410MHz) working with the physical Doppler-Effect.

It offers the possibility to bear and analyse traditional emergency frequencies in the UHF and VHF band and the maritime radio band .The Cospas/Sarsat emergency signal is bearable, despite its very short pulse length, too. It is also possible to decode and display the Cospas/Sarsat message information.

The excellent bearing result become possible by the newly developed and patented antenna concept (small, robust and wide-banded) and the sophisticated bearing analys is algorithms (very complex hardware and software averaging), which deliver a quick, but nevertheless, steady indication.

The direction finder is designed for working under rough conditions such as mobile uses on helicopters, airplanes or vehicles.

The complete DF system comprises two units:

- Antenna Unit (AU)
- Display Control Unit (DCU)

The **Display Control Unit (DCU)** is the indicating and controlling instrument of all functions of the direction finder. It can be seen as an interface between the direction finder and the operator.

The **Antenna Unit (AU)** contains the direction finder, prober, the “heart” of the whole system, comprising four modules. This Antenna Unit is an independent system, all calculations of bearing and decoding (hard- and software) take place here.



Fig. 1-1 4-Band precision direction finder system

**1.3. Technical data**

**1.3.1. Electrical data**

Method of bearing	Doppler-principle (3kHz rotational frequency, right / left rotation)
Bearing accuracy (1)	± 5°
Internal resolution	1°
Sensitivity	RF-Voltage at Receiver Input (50Ohms) VHF<100nV; SeaBand<100nV; UHF<100nV; 406MHz<150nV
Frequency stability	± 2.0 ppm ( $\Delta f/f = \pm 2 \cdot 10^{-6}$ ) [at temperature range - 20 °C...+ 60 °C]
Receiving channels:	8 (four of them are free adjustable)
Receiving frequencies: (or see type plate for special customer options)	<p><b>Emergency mode</b></p> 121.500 MHz (VHF) 156.800 MHz (Maritime, Channel 16) 243.000 MHz (UHF) 406.025 MHz (Cospas / Sarsat)
	<p><b>Trainings mode</b></p> 118.000 ....122.975 MHz 156.000 .....157.975 MHz 240.000 .....245.975 MHz 400.000 .....409.975 MHz
Scanning mode:	When receiving Cospas/Sarsat signals additionally the emergency frequencies 121.500 MHz and 243.000 MHz can be scanned

Cospas/Sarsat analysis:	Reception and analysis/decoding of Cospas/Sarsat data signal (112 resp. 144 bit, 400 baud, biphasic L-phase modulated, error test / specified according to Cospas/Sarsat C/S T.001 October 1999)
Bearable kinds of modulation:	A3E, F3E, A2X (ELT-modulation); bearing largely independent of modulation.
Polarisation	Vertical
Error of polarisation	$\leq 5^\circ$ at $60^\circ$ field vector rotation
Garbling cone	Ca. $30^\circ$ to the vertical
Time of response: (2)	$\leq 50$ ms (with sufficient receiving field strength)
LC-graphic display	128x64 dots, supertwist /transflective, extended range of temperature, dark-blue display on yellow-green background, lit up. Free adjustable (exponential) dimming of brightness
Supply voltage range	12 V to 35 V DC
Current consumption	LCD-backlight Off: max. 350 mA (12 V DC) / 200 mA (24 V DC) LCD-backlight 100 %: max. 600 mA (12 V DC) / 300 mA (24 V DC)

**Note**

- (1) Undisturbed wave field and sufficient field strength proposed. Measuring by changing the angle of incidence , the bearing antenna rotates on a revolving table in order to eliminate environment influences on bearing result.
- (2) Very weak signals can considerably increase the time of response!

**1.3.2. Interface**

External connections (optional / at Sub-D 9pol. Connector "X4" male)

**Dimming:**

Pin 8	external voltage for variable dimming	Analog input signal for variable controlling of the LCD-back-ground and legends illumination. Input voltage free adjustable in the range of [1 ...33]V at edit menu (Display Control Unit Page5 edit menu 3.3.5. Default setting [10...28]V. (10V=Off, 28V=max. dimming)  Impedance of input > 50 kΩ
Pin 6	night status line only at SAR-DF 517 N with NVG frontpanel, otherwise don't connect.	Low-active. At input voltage < 2,5V the dimming operates in night mode. Max. of brightness ca. 2% of day/default mode  Impedance of input > 50 kΩ
Pin 4	NVG status line only at SAR-DF 517 N with NVG frontpanel, otherwise don't connect.	Low-active. At input voltage < 2,5V the dimming operates in NVG mode. Max. of brightness ca. 2% of day/default mode  Impedance of input > 50 kΩ

**Audio/LF:**

Pin 7	Audio output signal	AC coupled voltage source with very low inner resistance. Max. output voltage ca $8V_{pp} = 2,83V_{RMS}$ at Volume <sub>Max</sub> . Max. output power ca. 2W with 4Ω speaker.  If a headphone is connected [32...600]Ω / 100mW, we recommend using a resistor (18Ω / 0,25W) between audio output and headphone to prevent damaging the headphone.
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**Serial interface RS232:** (9600 baud, 8 databits, 1 stopbit, no parity)

Pin 3	Txd	Serial output (ca. ±10V)
Pin 2	Rxd	Serial input (ca. ±10V)

### 1.3.3. Environmental data

#### Display:

operating temperature (3):	- 20 °C ... + 60 °C
storage temperature:	- 30 °C ... + 80 °C

#### Temperature Range Antenna

operating temperature (3):	- 40 °C ... + 60 °C
storage temperature:	- 55 °C ... + 80 °C

#### Note

(3) For temperatures lower than – 10 °C a warm-up period up to 15 min. is necessary.

#### Protective System:

Antenna:	IP 67
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### 1.3.4. Mechanical data and weights

#### Weights:

Display Unit:	250 g / 250p
Antenna:	2000 g / 2500p

#### Dimensions:

Display unit:	82 mm x 82 mm x 43.3 mm 3.23 inch x 3.23 inch x 1.7 inch (width x height x depth)
Aantenna:	Ø270 mm x 185 mm 10.63 inch x 7.28 inch

**1.4. Frequencies of channels on maritime band**

Frequency-range at SAR-DF 517 a maritime band: 156.000MHz ... 157.975MHz

Channel No.:	Frequency (sea - station)	Frequency- (coast - Station)
1	156.050 MHz	160.650 MHz
2	156.100 MHz	160.700 MHz
3	156.150 MHz	160.750 MHz
4	156.200 MHz	160.800 MHz
5	156.250 MHz	160.850 MHz
6	156.300 MHz	160.900 MHz
7	156.350 MHz	160.950 MHz
8	156.400 MHz	
9	156.450 MHz	
10	156.500 MHz	
11	156.550 MHz	
12	156.600 MHz	
13	156.650 MHz	
14	156.700 MHz	
15	156.750 MHz	
16	156.800 MHz	
17	156.850 MHz	
18	156.900 MHz	161.500 MHz
19	156.950 MHz	161.550 MHz
20	157.000 MHz	161.600 MHz
21	157.050 MHz	161.650 MHz
22	157.100 MHz	161.700 MHz
23	157.150 MHz	161.750 MHz
24	157.200 MHz	161.800 MHz
25	157.250 MHz	161.850 MHz
26	157.300 MHz	161.900 MHz
27	157.350 MHz	161.950 MHz
28	157.400 MHz	162.000 MHz
60	156.025 MHz	160.625 MHz
61	156.075 MHz	160.675 MHz
62	156.125 MHz	160.725 MHz
63	156.175 MHz	160.775 MHz
64	156.225 MHz	160.825 MHz

Channel No.:	Frequency (sea - station)	Frequency- (coast - Station)
65	156.275 MHz	160.875 MHz
66	156.325 MHz	160.925 MHz
67	156.375 MHz	
68	156.425 MHz	
69	156.475 MHz	
70	156.525 MHz	
71	156.575 MHz	
72	156.625 MHz	
73	156.675 MHz	
74	156.725 MHz	
75	156.775 MHz	
76	156.825 MHz	
77	156.875 MHz	
78	156.925 MHz	161.525 MHz
79	156.975 MHz	161.575 MHz
80	157.025 MHz	161.625 MHz
81	157.075 MHz	161.675 MHz
82	157.125 MHz	161.725 MHz
83	157.175 MHz	161.775 MHz
84	157.225 MHz	161.825 MHz
85	157.275 MHz	161.875 MHz
86	157.325 MHz	161.925 MHz
87	157.375 MHz	161.975 MHz
88	157.425 MHz	162.025 MHz

**1.5. Scope of delivery**

Display Control Unit DCU 537	Article-No.: 0531.324-924
Antenna Direction Finder SAR-DF 517 (with Receiver and DF-Controller)	Article-No.: 0531.316-924

**1.6. Accessories**

Connector set for cable (antenna ↔ display unit) and power supply

Connector Kit	Article-No.: 0542.571-954
---------------	---------------------------

Consist of	Cable connector round antenna Cable connector D-Sub display unit Cable connector D-Sub power supply
------------	---

Cable harness/5	Article-No.: 0542.581-954
-----------------	---------------------------

Consist of	5m Cable completed (Cable connector round antenna and unconnected on D-Sub display unit) Cable connector D-Sub power supply of 3 m
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Cable harness/10	Article-No.: 0542.598-954
------------------	---------------------------

Consist of	10m Cable completed (Cable connector round antenna and unconnected on D-Sub display unit) Cable connector D-Sub power supply of 3 m
------------	---

**1.7. Manuals**

Installation and Operation	Article-No.: 0551.295-071
Maintenance and Repair	Article-No.: 0543.225-071
Operating Instructions	Article-No.:0590.045-071

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## **Section 2 Installation**

### **2.1 General**

The installation of the display unit and antenna unit depends on the type of aircraft and equipment and therefore only general information can be given in this section.

#### **2.1.1. Inspection before installation**

Place the packed unit on a clean, flat surface. Open the reusable package, carefully remove the units and check for completeness. Replace the packaging material in the shipping container and keep it so that the unit can be properly repacked for storage or shipping.

Before installing the display unit and antenna unit in an aircraft, carry out a visual inspection for any transit damage, paying particular attention to the following:

Dirt, dents, scratches, corrosion, broken attaching parts on the housing and housing parts.

Dirt and scratches on the identification plate, front panel, LC display and marking.

Dirt, bent or broken pins, cracked connector inserts.

Dirt and mechanical damage on the rotary switches, push-buttons and knobs.

Missing screws.

**If damage is found, immediately inform the carrier.**

### **2.2 Mechanical installation display unit**

The display unit is designed for installation in the instrument panel or operating console of an aircraft. The necessary dimensional details are given in Fig. 2-1 and Fig. 2-2.

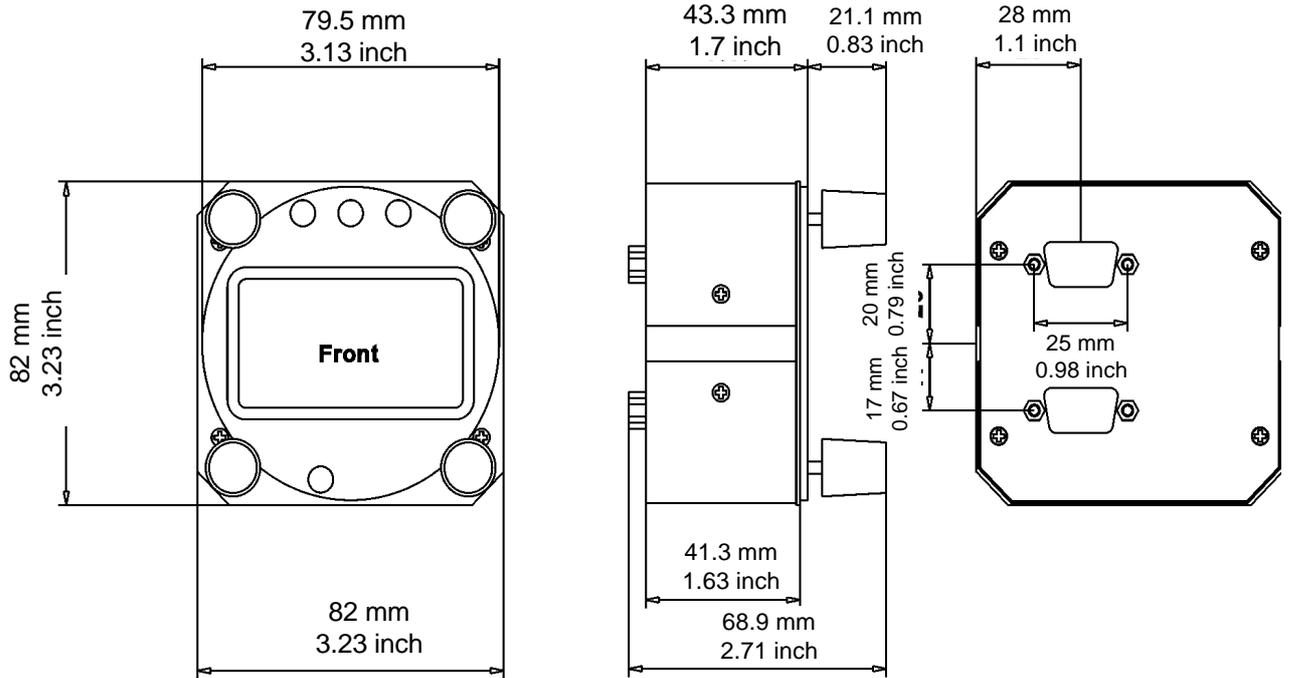


Fig 2-1 Dimension drawing of the display unit

**Mounting hole for display unit**

The display unit may be mounted into a front panel by the means of this mounting drawing:

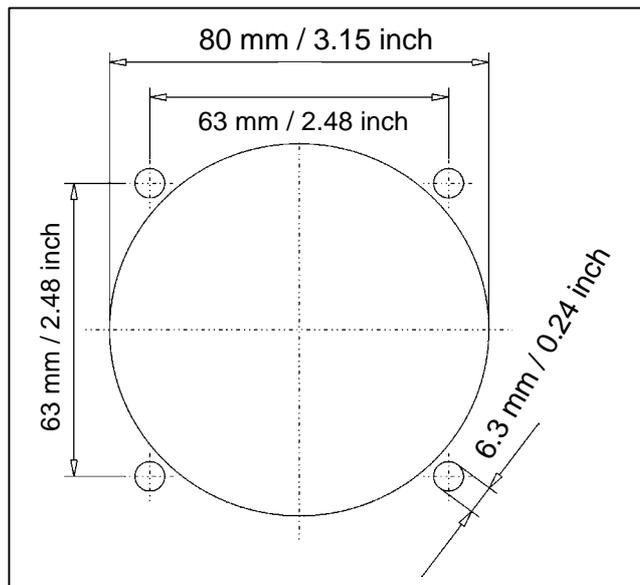


Fig 2-2 Mounting drawing of the display unit

**2.3 Mechanical installation antenna unit**

The antenna unit is designed for external installation in an aircraft. The necessary dimensional details are given in fig 2-3 and Fig. 2-4.

A convenient position of the monopole bearing antenna is decisive for good bearing results. The antenna needs an effective ground connection to the body of the helicopter or to the roof of the vehicle. If no metallic mounting surface available, a metallic sheet or similar (net) with connection to ground has to be applied between vehicle-body and antenna.

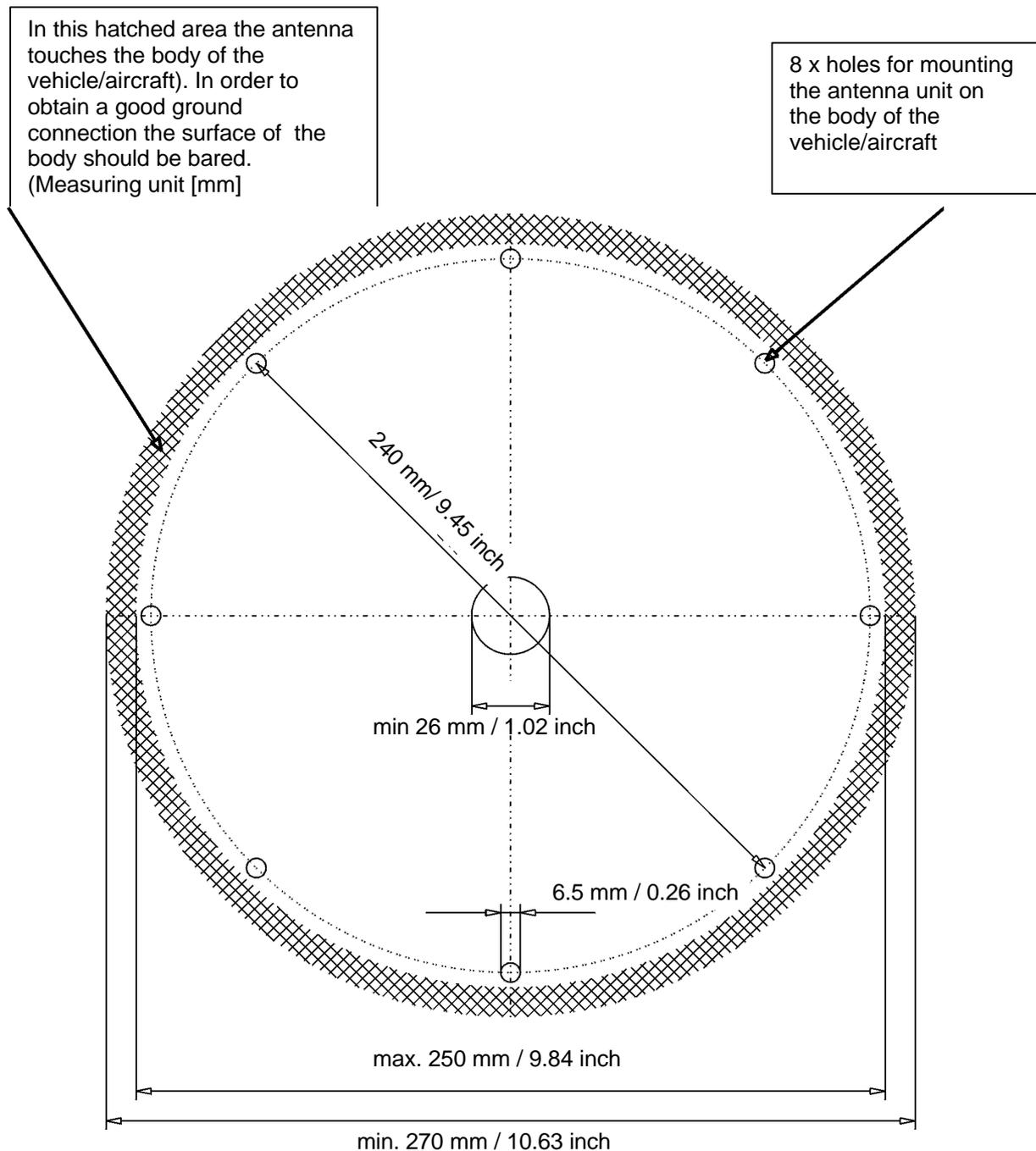


Fig 2-3 Mounting drawing of the antenna

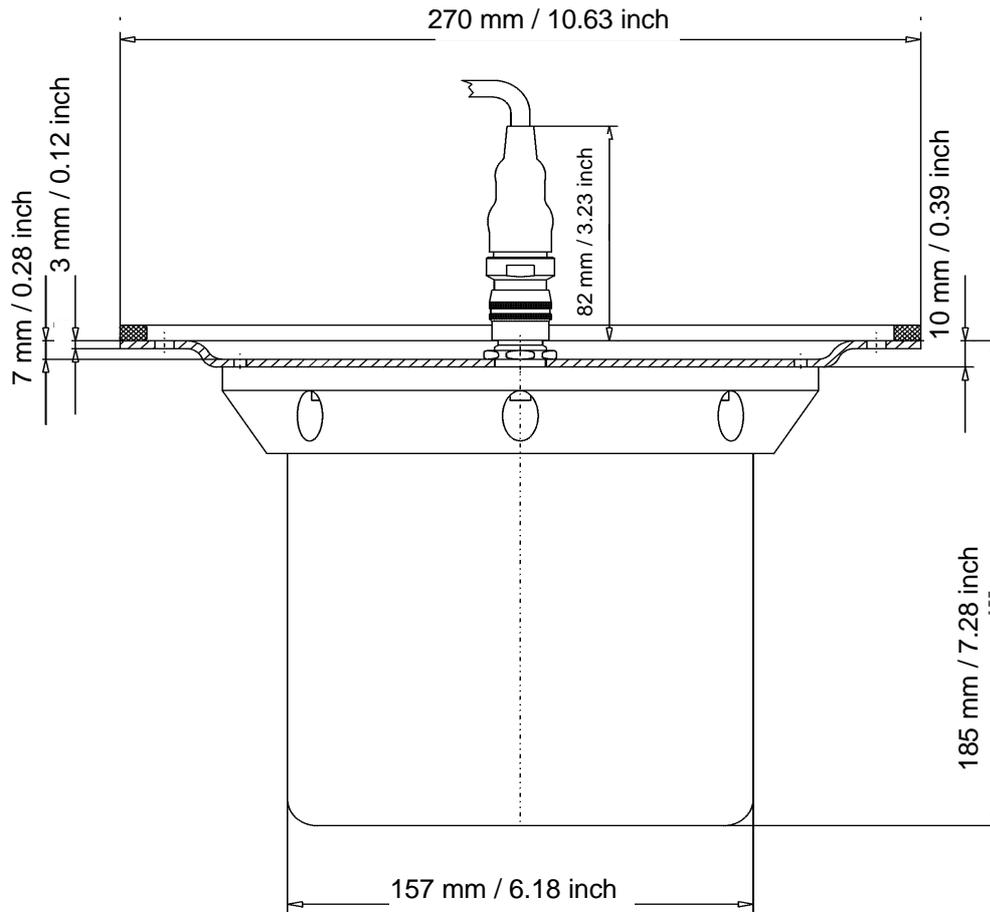


Fig 2-4 Dimension drawing of the antenna

## 2.4 Information for the installation of the antenna Unit

At installation of the antenna Unit the sticker on (→N←) aligns the corresponding drill hole into the longitudinal axis of the aircraft and in. The direction of flight is (see illustration 2-5).



Fig. 2-5 Mounting direction of the antenna unit

The aircraft manufacturer usually provides information concerning the location of an. It is mandatory that the following requirements be checked prior to installing the antenna in the absence of any other information :

The antenna can be mounted either above or below the fuselage, however, as near as possible to the aircraft centreline. In addition, the selected location should be away from projecting components (fixed undercarriage, tail plane or radar), and as far away as possible from other antennas. This is essential to avoid signal distortion and thus inaccurate bearing indication. Furthermore, the antenna and its feeders must not be located in the vicinity of sources of RF interference such as inverters, motors, regulators, generators and their wiring. It should also be noted that inverters can give rise to magnetic interference and thus degrade reception even though good screening may be provided.

In aircraft having wooden or plastic airframe an electric counterweight plate or panel must be located within the fuselage at the antenna location with minimum dimension 80 x 80 cm. A good connection between electrical counterweight plate or panel and ground is required.

After installation and test. silicone sealing is recommended to avoid water penetration between antenna and frame.

In all cases, compliance with FAA AC 43.12-2A requirements will ensure that the mounting location has sufficient strength. The installation dimensions are given in Fig. 2-3.

## **2.5 Installation wiring**

### **2.5.1. General**

The Fig. 2-6 shows the Interwiring Diagram

Only suitable aircraft cable should be used. Use AWG 22 or AWG 24 for all wiring.

In addition, the following should be observed:

Pull rubber sleeves over the soldered connections on unit connectors.

A fuse or circuit breaker must be installed in the power supply line.

Before switching on the equipment, carefully check the wiring, making particularly sure that the positive and negative poles have not been confused anywhere.

#### **CAUTION !**

No high-frequency cables should be tied in together with the wiring of the direction finder. The connecting lines must also not be laid together with cables carrying audio signals or pulsed information (e.g. IFCS, DME, XPR, slaved gyro). The same applies to the supply and control lines of autopilotes.

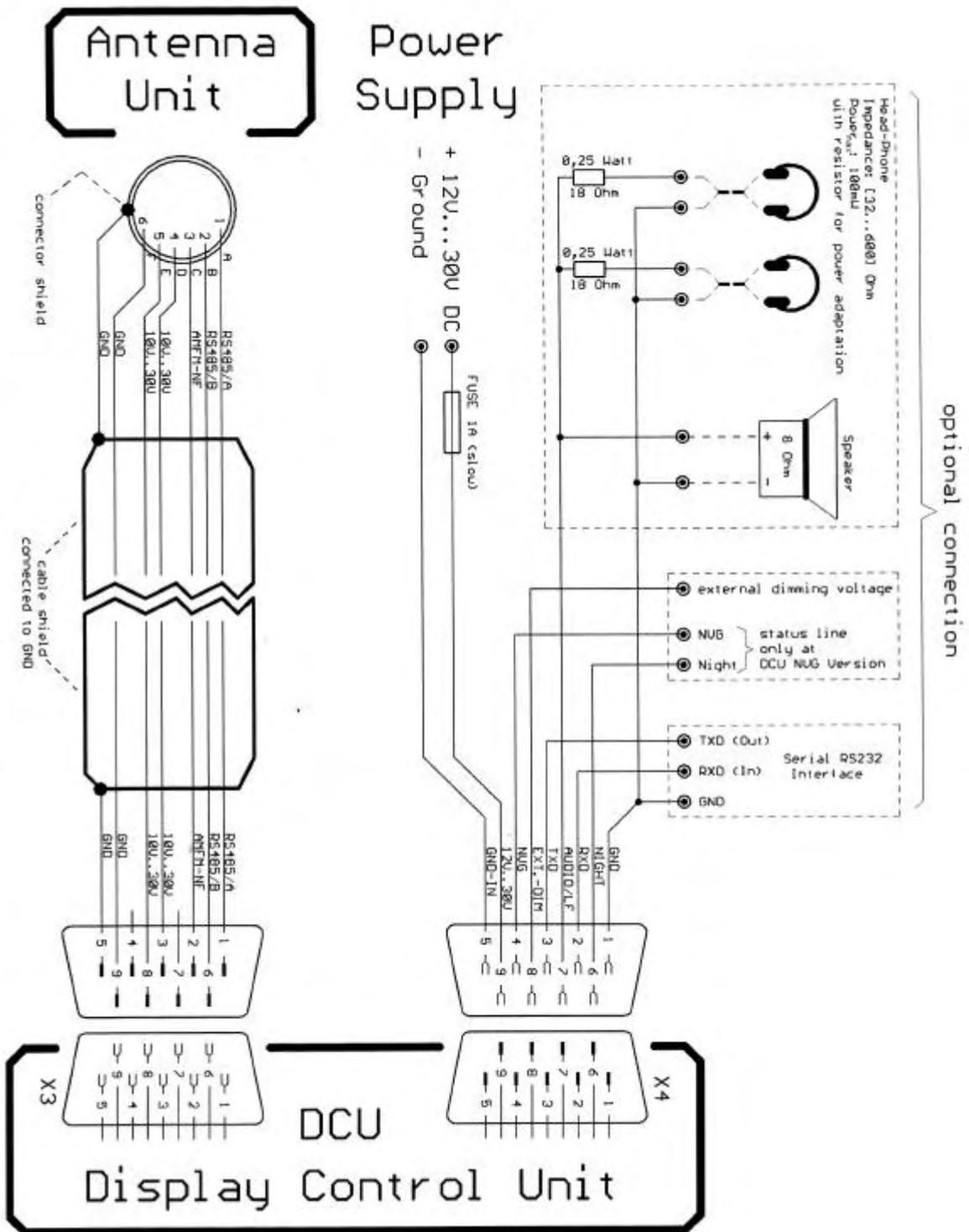


Fig. 2-6 Interwiring diagram

6-pol. Amphenol plug, female PTG06SE10-6S(SQ)  
 Max. length of cable ca. 30m (GND connected to cable-shield)  
 9-pol. Sub-D plug (female/male)

### 2.5.2. Panel lighting

The display unit is equipped with panel lighting. The panel lighting may be connected to 1 V DC, to 33 V DC supply voltage.

Pin assignment of display unit (connector P 1).

Pin 9 (+)      Pin 5 (ground)

### 2.6 Post-installation check

After installing the units, check that the indication reading is correct and determine whether or not error correction is necessary. If so, correction should be carried out in the air. It is also necessary to establish whether any equipment in the aircraft electrical system is generating interference.

Functional check after installation.

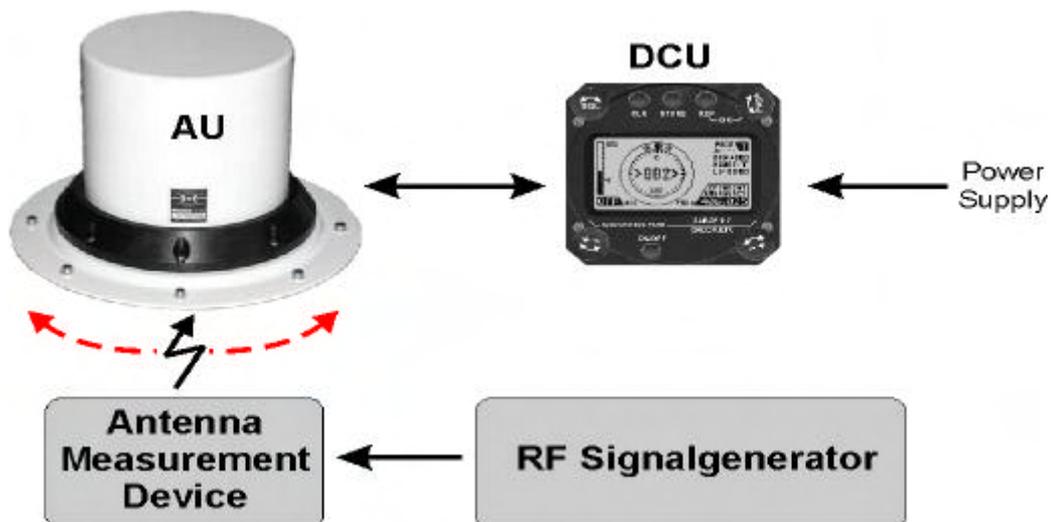
For this test the following Measurement equipment is necessary:

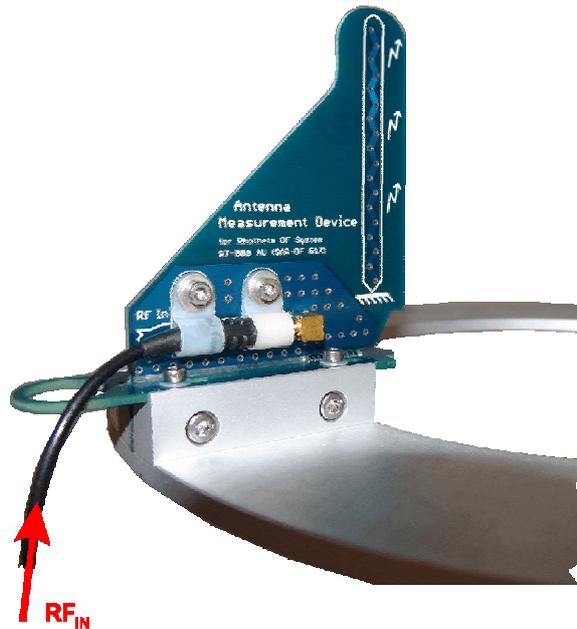
- Direction Finder System SAR-DF 517 consisting of AU (Antenna Unit), DCU (Display Control Unit) and wiring.
- SAR-DF 517 Antenna Measurement Device Article-No.: 0591.645-914.
- Signal Generator (100 .. 500 MHz / Output Level, FM, AM adjustable) or a PLB.

**Attention:**

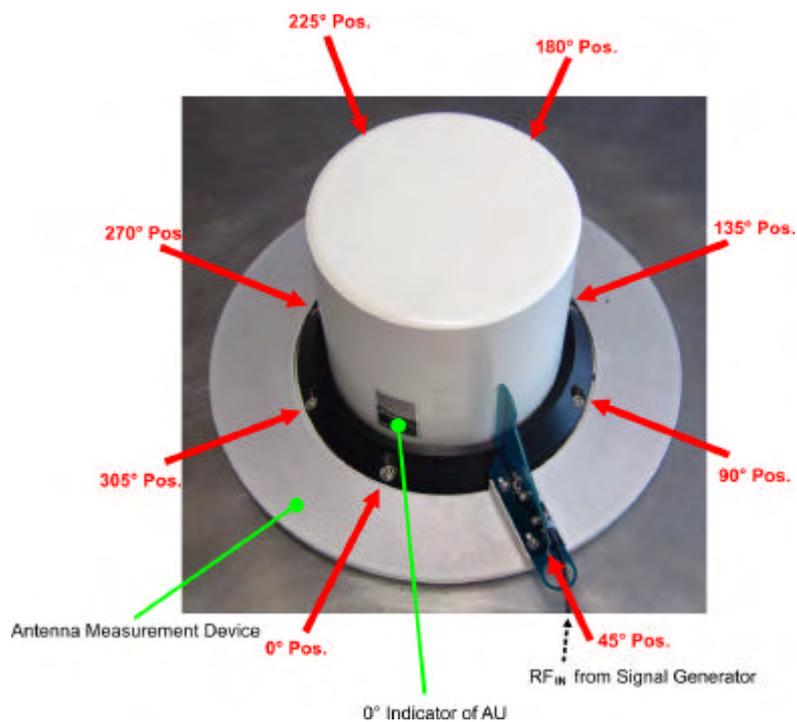
When testing at the aircraft, all other electronic equipment (also engines) should be switched off to avoid spurious measurement results from local interference.

Offset = +000°





- a. The Antenna Measurement Device fastening to the antenna unit and align with the marking (see illustration).



- b. Connect the test equipment at the signal generator. Set an output frequency of 121.500 MHz, Level 50 dB $\mu$ V AM Off FM Off or use a test PLB on test frequency using a 20 dB attenuation.
- c. Switch on the Display unit, adjust to the correct frequency and observe the indication in the Bearing operating mode (Operating instruction see section 3). The Display should indicate approximately 0° relative bearing.

- d. Turning the test equipment to position 45°; the display should indicate 90°. Repeat measurements at the bearings listed in the following table.

		Bearing (inside ±15° Limit)	
Antenna Measurement Device	<b>0 ° Pos.</b>	Bearing: <b>345°...015°</b>	Ok? <input type="checkbox"/>
	<b>45 ° Pos.</b>	Bearing: <b>30°...60°</b>	Ok? <input type="checkbox"/>
	<b>90 ° Pos.</b>	Bearing: <b>75°...105°</b>	Ok? <input type="checkbox"/>
	<b>135 ° Pos.</b>	Bearing: <b>120°...150°</b>	Ok? <input type="checkbox"/>
	<b>180 ° Pos.</b>	Bearing: <b>165°...195°</b>	Ok? <input type="checkbox"/>
	<b>225 ° Pos.</b>	Bearing: <b>210°...240°</b>	Ok? <input type="checkbox"/>
	<b>270 ° Pos.</b>	Bearing: <b>255°...285°</b>	Ok? <input type="checkbox"/>
	<b>335 ° Pos.</b>	Bearing: <b>320°...350°</b>	Ok? <input type="checkbox"/>

### 2.6.1. Electrical interference

With the engines running and the aircraft electrical system on, check whether radio beacons at boundary range can still be received without interference (compare with post- installation check as described above).

Should the reading be influenced by local interference, trace the source by systematically switching off the electronic equipment, generators, etc. on the aircraft to establish which component is causing interference. Then suppress interference accordingly.

Typical Sources of Interferences are :

1. Generators, regulators :

Suggested interference suppression procedure :

- a) When fitting the antenna and the associated feeder wiring, make sure that these items are as far away as possible from the positive lead (from generator to battery).
- b) Block the positive lead from the generator to the regulator with an electrolytic capacitor ( max.500µF) at the regulator end.
- c) In case of alternators, insert a filter (10 - 50µH, 10 - 100 nF), in the lead connecting the regulator to the alternator field winding.
- d) Insert a filter in the positive lead from the generator to the battery in the vicinity of the generator.

Proceed with suppression work as described in a) above until no further interference is detected.

2. Static inverters, choppers, DC converters :

For interference suppression inserting a filter into the positive power supply lead close to the item concerned is suggested, in order to isolate the harmonics of the chopper frequency from the aircraft wiring system.

3. RF interference :

Interference resulting from the operation of transponder, DME or communications equipment may occur if the associated antenna has poor ground contact and the screen for the antenna connecting lead is causing radiation.

It is mandatory to proceed in accordance with FAA requirements!

**Blank**

## Section 3 Operation

### 3.1. Important basic adjustments

In order to achieve best use of the direction finder, the user is able to perform several adjustments of configuration. These adjustments can be set up in the edit-menu (display: page 5).

The most important adjustments are:

Mounting (adjustment of hanging or standing mounting)

External (remote) dimming of display

Description of these points see chapter (Operating/ edit menu)

### 3.2. Operating

Operating the direction finder is very simple with the clearly arranged layout. With the exception of the upper page rotary switch and the ON/OFF push button, the function of the operating elements depends on the active page. All relevant adjustments can be controlled on the display.

#### 3.2.1. Power-On procedure / selection of operating mode

When switching on the unit (and only then) the operating mode can be selected by the means of the PAGE-rotary switch. There is the choice between emergency mode, with fixed preselected emergency frequencies and training mode. The training mode is characterized by freely selectable training frequencies instead of preadjusted emergency frequencies. (See also bearing mode / frequency).



Fig. 3-1 Selection of working mode at power on of the unit

- 1 >ON/OFF< Pushbutton to switch the device on/off.
- 2 >Page / Select Mode< rotary switch for selection of the operating mode after power-on.
- 3 >Mode< Indication of the actual operating mode.
  - Emergency: Selection of the international emergency frequencies.
  - Training: free adjustable training frequencies.
- 4 Version/software-no. and serial no. of Antenna-Unit
- 5 Version/software no. and serial no. of Display-Unit

### 3.2.2. General functions

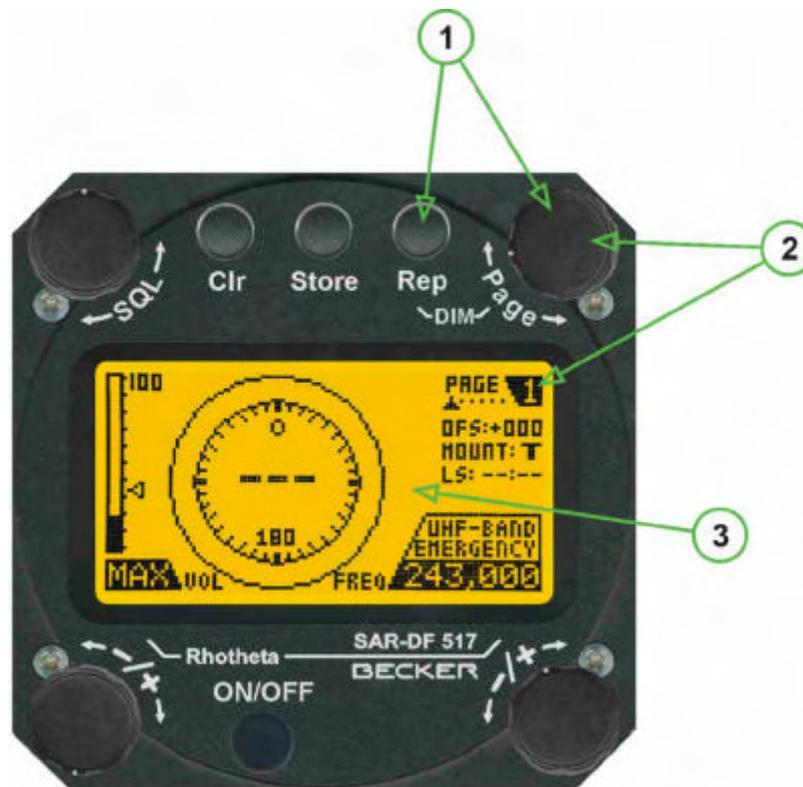


Fig. 3-2 General operating elements of the display unit

- 1 >DIM< In order to adjust “internally” the background brightness of the display press simultaneously the REP key while selecting the brightness with the PAGE rotary switch. The adjusted brightness of the display will remain stored after switching off the unit. The background of the LC-graphic display is equipped with a LED-array, where brightness may be adjusted continuously (from 0 to 100%). Dimming will be performed in an exponential curve, thus allowing for accurate adjusting under night- resp. NVG-conditions.

**Internal dimming (on display unit):**

Always active, if external dimming input not connected, or applied voltage < 1V DC. (See plan interwiring).

**External (remote) dimming:**

When a voltage >1V DC at the dimming input exists, the brightness is controlled externally, but remains additionally adjustable on the display unit. (See plan interwiring and operating/edit-menu).

- 2 >PAGE< Rotary switch to select the displayed active page and its corresponding operating mode. The current page number (1 to 6) is indicated in the display top right.
- 3 >LC-graphic display< (128x64 dots, supertwist, dark blue on yellow-green background).

**3.3. Bearing mode**

The device works in the bearing mode. As soon as a signal is received (receiving level above squelch level) the unaveraged maximal bearing values (spread) are indicated and, if interpretable, the averaged bearing value. Having received a signal, the last bearing value is shortly shown flashing, until the internal average bearing value store is cancelled after the time-hold span (see edit-menu)..

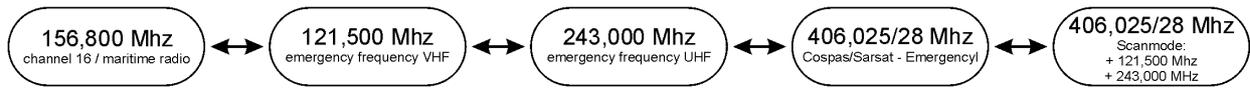
**3.3.1. Operating elements in bearing mode:**



Fig. 3-3 Operating elements in bearing mode

- 1 >FREQUENCY< Rotary switch selecting the active frequency. The last selected frequency remains stored after switching the device off/on. The selected frequency is shown on the graphic display bottom right. The following order of frequencies is possible:

Mode: **Emergency** (all international emergency/distress frequencies)



Mode: **Training** (with free adjustable test/trainings-frequencies)



- 2 >**VOLUME**< Rotary switch for the AF-audio exit. A linked external speaker resp. amplifier can be adjusted in a range from 0% (off) to 100% (max). The selected volume is shown in the graphic display bottom left. The volume remains stored after switching the device off/on.
- 3 >**Squelch level**< Adjusts the squelch level, which has to be above the receiving level without signal (noise). For each frequency a squelch level exists, which has to be adjusted separately.
- 4 >**CLR**< Pushbutton for erasing the internal bearing value averaging store. The sophisticated averaging store increases bearing precision and effects usable bearing display for badly receiving signals (if there is a distant transmitter and/or temporary complete loss of a receiving signal). The averaging procedure may cause a drag error, which may be disturbing after quick changes of course. In this case the indicated bearing value lags by the real bearing value for about two seconds (for very weak signals even longer). By pressing this pushbutton after a quick change of course the display will show the new bearing value without drag error.
- 5 >**STORE**< Pushbutton . While bearing an AM signal a 3 kHz sound is superimposed on the audible AF one to technical reasons. When pushing this button this sound will be switched off (enabling better audibility a signal, meanwhile bearing information is not possible). An FM signal ( e.g. maritime radio band) is always clearly audible, for a filter in the device fades-out the superimposed 3 kHz sound.
- 6 >**REPEAT**< Pushbutton, when pressed, showing the last valid bearing value with corresponding receiving level.

### 3.3.2. Display in bearing mode

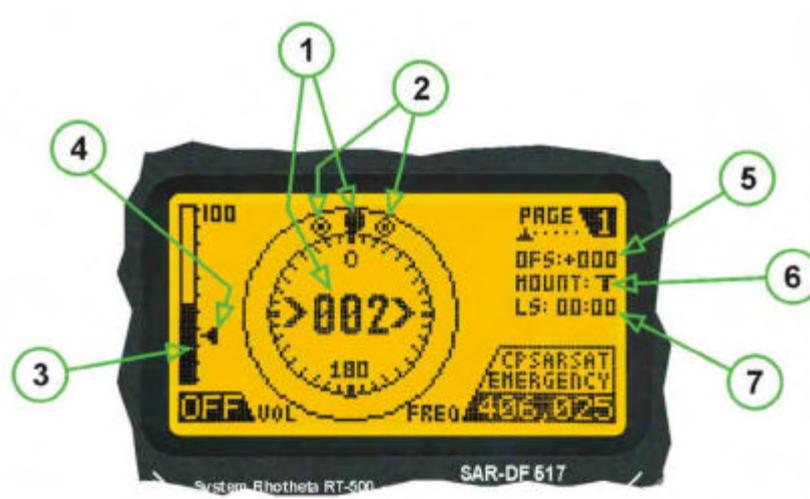


Fig. 3-4 Display page 1 (360° Bearing Display)

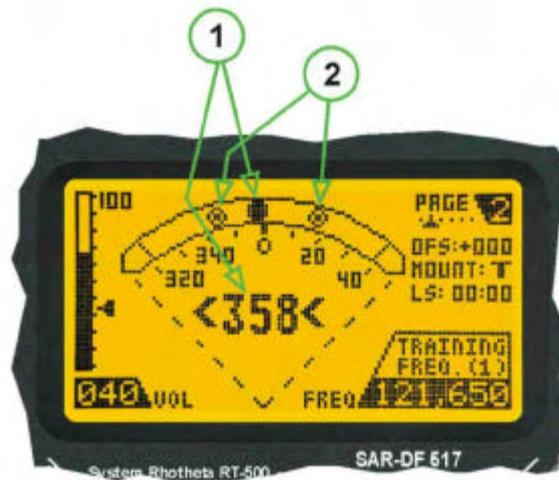


Fig. 3-5 Display page 2 (expanded +/- 45° Bearing Display)



Fig. 3-6 Display page 3 (Bearing Display as Text)

- 1 **>Bearing value<**, by the means of a sophisticated averaging procedure a steady display is accomplished, either as graphic display (depending on page) or as text in the range of 0°...359°. (0° corresponds to bearing direct ahead).
- 2 **>Spread<**, maximum deviation of unaveraged bearing values as indicator of bearing quality. The wider the range, the worse is the received signal. The excellent averaging procedure effects good bearing results even with a spread of 45°.
- 3 **>Receiving level<** (field strength) of the signal in the range of 0% to 100%. Even without a received signal a certain noise level may be displayed..
- 4 **>Squelch level<** -marker (free adjustable **>Squelch level<** -marker (free adjustable for each frequency). A usable bearing and Cospas/Sarsat analysis can only be achieved, if the squelch level is above the noise level (without received signal). If the bearing antenna is situated near strongly disturbing electronic devices, the squelch level has to be raised, thus making the direction finder less sensitive.

- 5 >**Offset**< displays the offset value (adjusted in the edit-menu).
- 6 >**Mounting**< -indicator of the mounted bearing antenna. Shows the mounting arrangement of the antenna (can be adjusted in the edit-menu) as verification. (☐= TOP mounted, ☐=BOTTOM mounted)
- 7 >**LS: ---:---**< (last signal) internal timer, indicating the time span of the last received signal. (Display in min:sec).

### 3.3.3. Scanning mode when bearing Cospas/Sarsat signals

The Cospas/Sarsat signal on 406,025 MHz is transmitted only every 50 secs. (pulse length ca. 400ms). It will be received (because of transmitter power) earlier than the 121.500 MHz resp. 243.000 MHz continuous signal. However, a transmitter in the near range may obtain a bearing faster with a continuous signal. For this purpose, in the scanning mode the 406 MHz pulse and, at the same time, two other emergency frequencies can be for a continuous scanned signal. This function can be activated by switching in the time span (5 to 45 secs.) between two Cospas/Sarsat pulses to other emergency frequencies. If a signal is received, the frequency will be held, otherwise frequency will be changed after 45 secs. to the Cospas/Sarsat frequency until the next pulse. The active frequency is displayed bottom right.

The scanning mode is possible with the frequencies: 406,025 MHz  $\Leftrightarrow$  (121,500 MHz and 243,000 MHz) or the respective training frequencies.

Timer > LS: --:-- always displays time span since last received CP-Sarsat pulse signal (406,025 MHz)

*Frequency display in scanning mode:*



*Scanning mode, switched to second scan-frequency (active frequency 243,000 MHz)*

### 3.3.4. Cospas/Sarsat, analysing the binary continuous signal

Selecting this page automatically activates the active frequency on 406,025 MHz (or the respective training frequency). Correct reception of the Cospas/Sarsat data signal (112 resp.144 data bits) displays data as follows:

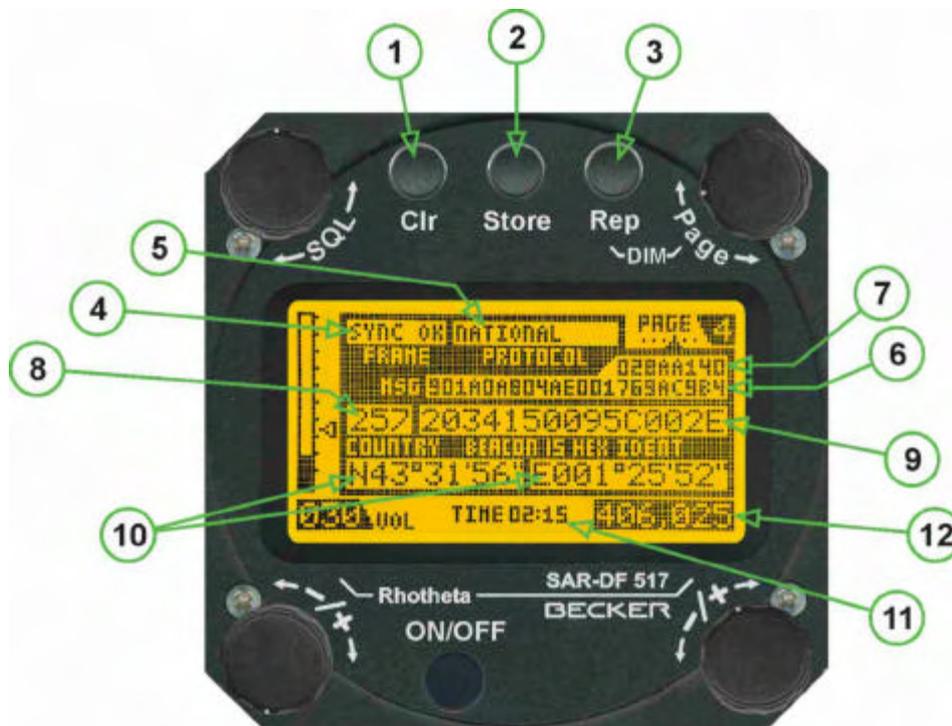


Fig. 3-7 Display Cospas/Sarsat Analyse (page4)

- 1 **>CLR<** pushbutton. Erases present displayed message.
- 2 **>STORE<** pushbutton. Present displayed message will be stored. An already existing stored message will be overwritten. The messages will remain stored after switching off the device.
- 3 **>REP<** pushbutton. A stored message will be displayed.
- 4 Frame: **SYNC OK** (normal CospasSarsat signal) or **SLFTTEST** (CospasSarsat signal in auto-test mode). All 24 synchronising bits have been received correctly.
- 5 Applied CP-SARSAT protocol: **USER (TEST), STANDARD (TEST) or NATIONAL (TEST)**
- 6 First part, **complete Hex Message**: complete short-data signal, hexadecimally coded (bit 25...112)
- 7 Second part of complete hexadecimal message (long part, bit 113...144)
- 8 Country: **country identification** (numeric code).
- 9 Beacon 15 hex ident: **transmitter identification** (Fifteen Hexadecimal Character Beacon Identification) for Identification of a registered transmitter.
- 10 **GPS-data of position**, (data of latitude and longitude), if contained in transmitter signal. Solution between 15 minutes and 4 seconds of arc.
- 11 Time: **Timer** displaying time span since last received valid Cospas-sarsat message.

### 3.3.5. Edit menu

The edit menu enables several adjustments. All confirmed changes remain stored even after switching the device off/on.

- 1 >**±Select**< rotary switch selects the value to be changed.
- 2 >**±**< rotary switch changing the value. Confirm the changed value by pressing pushbutton >**STORE**<.
- 3 >**STORE**< Pushbutton to confirm changed values.

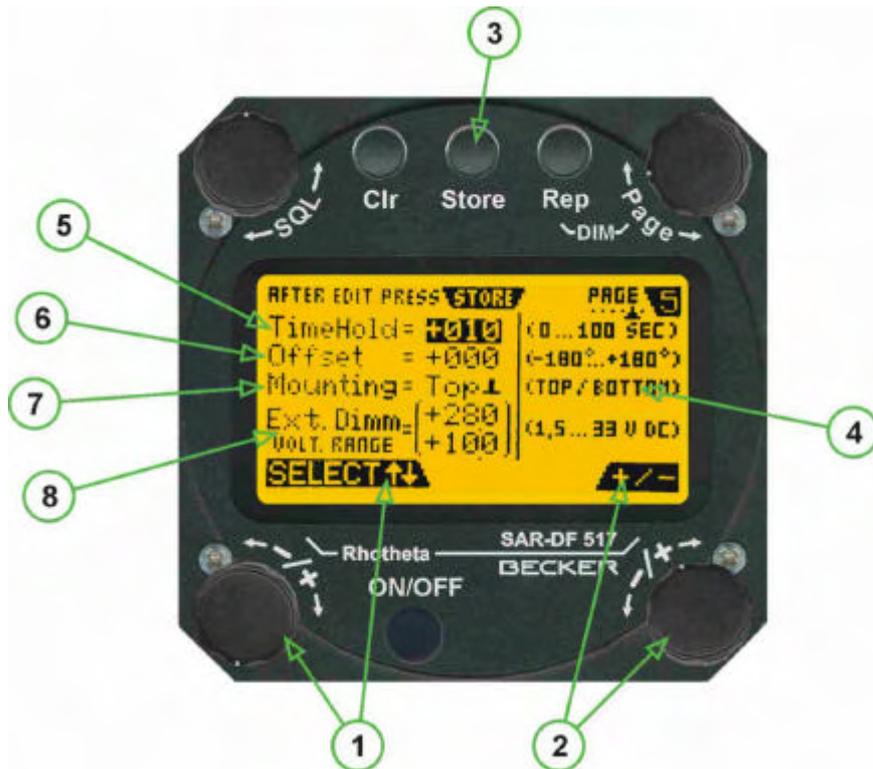


Fig. 3-8 Display edit menu (page 5)

#### 4 Range of adjustable values.

- 5 >**TimeHold**< Duration [sec] of internal storage of the averaged bearing value. In case there are weak signals with signal gaps (e.g. temporary blind spots caused by rough sea) the bearing values are still summed up despite lack of signals, thus enabling a good signal analysis (normal TimeHold value: 10 = secs.).
- 6 >**Offset**< electronic correction (rotation) of the bearing antenna. Adjustment delivers correspondingly changed bearing values. (normal-value = 000)
- 7 >**Mounting**< Order of antenna mounting. If the antenna is mounted upside down (e.g. underneath a helicopter) **Bottom** has to be selected. If mounted on top of a vehicle, **Top** has to be selected. If > Mounting< is not properly selected, the bearing value resp. display will be shown mirror inverted!
- 8 >**Ext. Dim. Volt. Range**< Range of voltage, which controls the dimming of the display (here: 28.0V=100%; 10.0V= 0% of brightness). In order to cover the whole range of brightness, the minimum resp. maximum values of the dimming voltage may be adapted to the given controlling voltage (e.g. of the airplane). The values are adjustable between min. 1,5V and max. 33V DC. (See plan interwiring)

### 3.4. Adjusting training frequencies

This menu enables you to adjust the training frequencies.

- (1) >±Select< rotary switch selecting the training-frequency (MHz/kHz).
- (2) >±< rotary switch changing the frequency. Confirm the changed value by pressing pushbutton >STORE< .
- (3) >STORE< Pushbutton to confirm changed values.

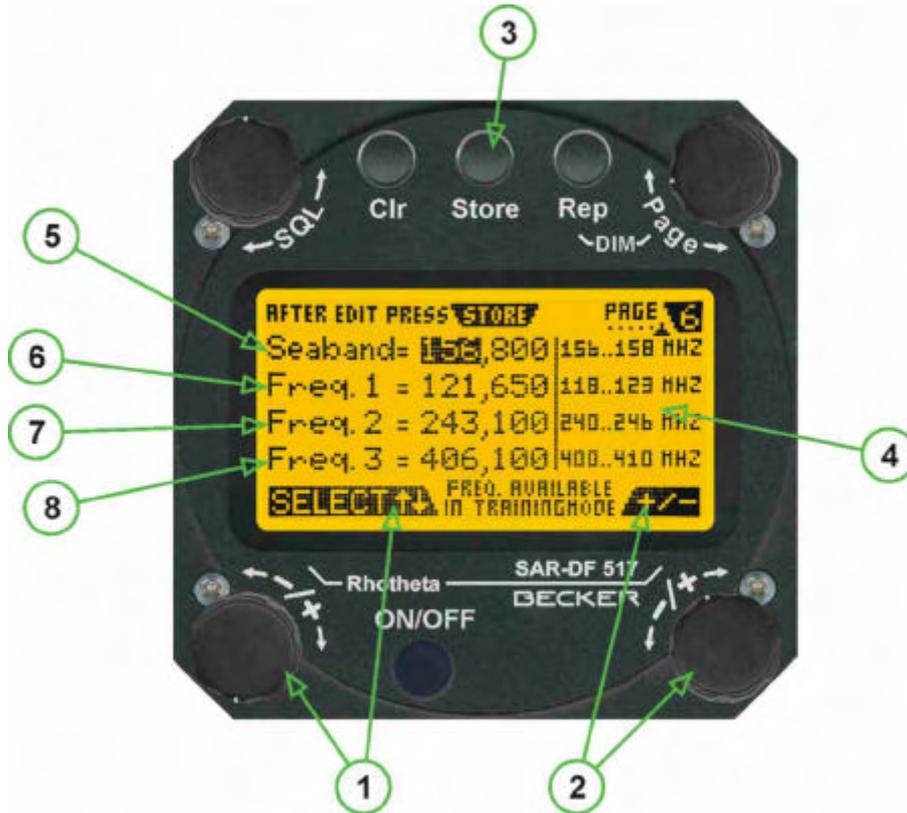


Fig. 3-9 Menu of adjustable frequencies (page 6)

- (4) **Range** of the adjustable frequencies.
- (5) **Training frequency on maritime band:** Channel [1...28] and [60..88] of sea-station / see appendix.
- (6) **training frequency 1**
- (7) **training frequency 2**
- (8) **training frequency 3**

### 3.5. Error messages

If an internal error device is recognised, a corresponding error message will be shown on the flashing display. With simultaneous errors the error with highest priority will be displayed.

Error message	Error, location	Reason
<b>Error 0</b> E0: NO REC	Antenna Unit: receiver	Receiver board defective.
<b>Error 1</b> E1: CS/BCH	radio distance: transmitter ↔ DF	. Error of data bits in Cospas/Sarsat data block PDF/BCH.
<b>Error 2</b> E2:CS/SYNC	radio distance: transmitter ↔ DF	Synchronising bits of Cospas/Sarsat signal (bit 1 to 24) defective.
<b>Error 3</b> E3:F/-OFS-	received transmitter	received frequency too low (more than 6KHZ / error of transmitter).
<b>Error 4</b> E4:F/+OFS+	received transmitter	Received frequency too high (more than 6 KHz / error of transmitter).
<b>Error 5</b> E5:OSCILAT	antenna	error in synthesizer-oscillator of receiver in Antenna Unit.
<b>Error 6</b> E6: NO DCU	Connection: Display → Antenna	No serial data from Display Unit to Antenna Unit.
<b>Error 7</b> E7:BAD DCU	Connection: Display → Antenna	Incompatibility or bad data connection between antenna and display.
<b>Error 8</b> E8:VOLT.AU	Antenna Unit:	Voltage supply at Antenna Unit too low ( $\leq 9.0$ V). Main voltage supply too low or considerable drop of voltage between display and antenna.
<b>Error 9</b> E9: BAD RU	Remote Unit	Incompatibility or bad data connection between display and external serial Remote Unit or PC.
<b>Error 10</b> E10:BAD AU	Connection: antenna → display	Incompatibility or bad data connection between display and antenna.
<b>Error 11</b> E11: NO AU	Connection: antenna → display or Antenna Unit	No serial data (RS485) from Antenna Unit. No or damaged connection between antenna and display, or damaged antenna unit.
<b>Error 12:</b> E12:VOLT.D	Main voltage supply	Main Voltage input too low ( $\leq 10.0$ V).