

WARRANTY INFORMATION

The ALTALERT™ is warranted for a period of 2 years against manufacturer's defects. Contact customer care for service or repair information.

CONTACT INFORMATION

Customer Service: (858) 735-7943 Email: info@aviationtechnologyinc.com

SPECIFICATIONS

- | | |
|-------------------------|---|
| 1. Battery type | 3V, Lithium Coin, Size CR2032 |
| 2. Battery life | Approx. 2 years |
| 3. Battery replacement | Up to 18 months, or immediately after ANY ALARM INCIDENT. |
| 4. Audio alarm type | Piezo ; range 90dBA-100dBA |
| 5. Pressure sensor type | Digital; sea-level to 20,000 ft. (MIN) up to 30,000 ft. (MAX) (alarm will continue even if max is exceeded) |
| 6. Absolute accuracy | +/- 300 ft. |
| 7. Resolution | 0.01hPa |
| 8. Size | 3" X 1.75" X.75" |
| 9. Weight | Approximately 6 oz. |
| 10. Operating temp | 0 degrees Celsius to +65 degrees Celsius |
| 11. Shipping/storage | -40 degrees Celsius to +85 degrees Celsius |
| 12. Mounting method | Velcro, suction cup, and clip included |



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INSTRUCTIONS FOR USE

Please read this document carefully to ensure your understanding of the purpose and proper use/maintenance of this device!

The logo for ALT ALERT, with 'ALT' in a smaller font and 'ALERT' in a larger, bold font. Below 'ALERT' is a blue bar with the text 'BY AVIATION TECHNOLOGY' in white.

ALT ALERT™
BY AVIATION TECHNOLOGY

...A potentially life-saving device for pilots and passengers!

The first and only mountable/wearable personal sensing device for use in all types of aircraft. The AltAlert™ keeps you informed of potentially dangerous cabin pressure-altitudes, helping to avoid hypoxia and pilot incapacitation.

PRODUCT DESCRIPTION / FUNCTION

The **ALTALERT™** has been developed by Aviation Technology™ to provide a new measure of confidence and risk-mitigation for pilots and passengers of aircraft which will routinely operate from sea-level up to flight level.

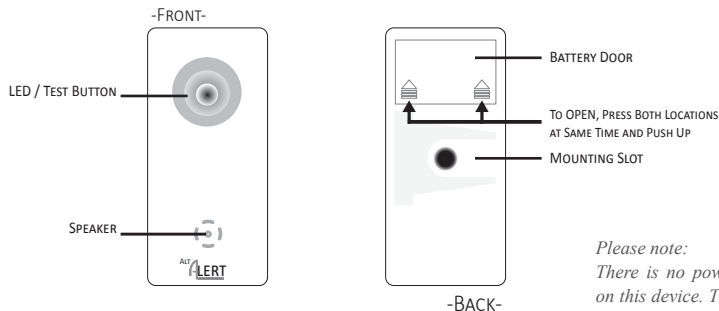
The device is designed to utilize an internal algorithmic software program to sense cabin pressure-altitude by way of a temperature corrected pressure sensor. The AltAlert will also predict imminent dangerously high cabin altitude situations based on cabin rate of climb and FAA regulations. Once activated by installation of the battery (provided), the unit will enter “sleep mode” while at ground level, but will begin sampling pressure and battery voltage every 15 seconds during climb and once in level flight at altitudes above sea-level. It will do this continuously until the battery is drained or removed (usually about 18 months unless alarm is activated in the interim). At any time, the battery status can be tested by pressing the “test” button.

Relative cabin pressure and battery status is indicated via a series of LED color changes and alarm tones. *See the accompanying chart for indications (color, blink-rate, etc.) pertinent to battery conditions and pressure alarms.*

The **ALTALERT™** may be easily mounted on a flat surface in the cockpit or cabin of the aircraft, clipped to a visor or worn as a personal indicator on an external area of the body where sound is not muffled by clothing.

OPERATIONAL OUTLINE

1. Remove the battery compartment cover and install the supplied “coin” battery with the positive “+” terminal facing up, away from the circuit board, then replace the cover. Once the battery is installed, the LED will flash 3 times (GREEN) to indicate fully charged condition. If battery contains less than the optimum charge level, the audible alarm will sound for 2 seconds, followed by illumination of the yellow LED. The device will then cease to function, and a fresh battery must be installed.



*Please note:
There is no power on/off switch on this device. The power state is controlled by installation or removal of the battery.*

2. The battery status may be verified at any time by simply momentarily pressing and releasing the test button. If the battery charge is sufficient the LED will flash GREEN 3 TIMES. If the battery has been installed in the device for greater than 18 months without removal, the LED will flash YELLOW indicating the battery should be replaced.

3. To test the audible alarm, the operator can PRESS AND HOLD the test button for 2 seconds: the LED will flash RED and the alarm will chirp.

4. The **ALTALERT™** is programmed to deliver information via a series of LED flashes and audible chirp alarms, depending upon perceived altitude, battery status, critical/emergency issues.

5. If a warning alarm sounds and red LED flashing occurs in flight, check cabin altitude immediately and don supplemental oxygen as necessary following aircraft AFM procedures. If FAA FAR Part 91.211 altitude limits are exceeded, the alarm may only be silenced by correcting the aircraft altitude below FAA limits.

ALARM MODES

| ALARM MODE | PRESSURE LEVEL | LED INDICATOR | AUDIBLE ALARM |
|------------|-------------------------|---|---|
| 1 | Sea-level to 10,000 ft. | No signal | None |
| 2 | Above 10,000 ft. | Flash RED every 15 seconds | Single courtesy chirp |
| 3 | Above 11,500 ft. | Flash RED every 5 seconds | Double courtesy chirp |
| 4 | Above 12,500 ft. | Flash RED at 1 second intervals | Triple courtesy chirp * indicates start of 30 min. timer |
| 5 | Above 14,000 ft. | Flash RED at 1 second intervals | Constant double chirp |
| 6 | Above 15,000 ft. | Sustained RED flashing | Sustained alarm chirp |
| | MUTE OPTION | (if > 14,000 ft., < 15,000 and timer not expired, ...press test button ONCE to MUTE for 2 minutes. MUTE not allowed during sustained alarm modes. | |

**Note: A 30-minute timer starts at 12,500 ft. If cabin pressure is between 12,500 ft. and 14,999 ft. for more than 30 minutes, alarm mode 6 will sound.*

SAFETY ISSUES

- Do not immerse device in liquids
- Always test battery status before use
- Replace battery after any incident of sustained alarm (LEDs and Chirps)
- Always dispose of batteries properly
- Do not depend solely upon this device for pressure/altitude indications while aloft.

Disclaimer: This device is not intended to replace the manufacturer’s installed warning system and should not be used as a primary indication of aircraft cabin pressure.