

**EPIRB Dimensions:** 260 mm (h) x 102 mm (w) x 83 mm (d)

**Materials:** UV stabilized plastic chassis.

**Performance:** IEC 61097; IEC 60945;  
AS/NZS 4280.1;  
ETSI EN 300 066

**Transport Class:** Exempt from UN3091

**Patent Number:** GB2420058, other patents applied for.

#### AUTO-RELEASE HOUSING

**Release:** Automatically before reaching 4 metres water depth or manually by operator.

**Protection:** Impact resistant housing fully encloses EPIRB for environmental protection.

**Mounting:** On flat surface fixed at four (4) points to vessel  
△ Refer to manual for placement.

**Housing Weight:** 1.1 kg (nominal).

**Housing Dimensions:** 385.5 mm (h) x 157.5 mm (w) x 102.5 mm (d).

**Materials:** Marine grade stainless steel and long life UV Polypropylene stabilised enclosure.

**Routine Service:** Fully user replaceable HRU at 2 year intervals as per applicable authority requirements.

#### OTHER FEATURES

**Retention Lanyard:** Buoyant type approximately 5.5 metres.

**Reflector:** SOLAS retro-reflective tape encircling unit above waterline.

**Solid-state Strobe:** High reliability solid state design exceeds IMO requirements.

#### Compass Safe

**Distance** 0.7 m (EPIRB in Auto-release Housing).

\*Standard factory setting. Retailer programmable via external interface.

Specifications are subject to change without notice or obligation.

#### GME SIX (6) YEAR WARRANTY

GME limit this warranty to the original purchaser of the equipment.

GME warrant this product to be free from defects in material and workmanship for a period of 6 years from the date of purchase from the authorised retailer.

Replacement of batteries due to expiry or usage is excluded from this Warranty.

Should the product require servicing during this period, all labour and parts used to effect repairs will be supplied free of charge. GME reserve the right to determine whether damage has been occasioned by accident, misuse or improper installation, whereby the Warranty could be void.

In the event of a defect occurring during the Warranty period, the original purchaser may return the defective unit along with suitable proof of purchase (i.e. receipt, credit card slip etc.) and a full description of the defect to the retailer from whom the unit was purchased. The retailer will forward the unit to an authorised GME Service Depot in your State.

All freight charges incurred for transportation by the retailer or GME are the purchasers' responsibility.

#### NATIONAL AUTHORITY DETAILS

**Australia**  
**24 hour Emergency Contact**  
Phone: 1 800 641 792

**Registration**  
Beacon Registration Section, AusSAR  
Australian Maritime Safety Authority  
GPO Box 2181, Canberra ACT 2601.

Fax: 1 800 406 329 Local Only.

Email: ausbeacon@amsa.gov.au

Web: www.amsa.gov.au

Phone: Freecall 1 800 406 406 Local only.

+61 2 6279 5766 Business hours only, local or International.

Calls from a mobile attract connection charges.

#### NATIONAL DISTRIBUTOR DETAILS



**ACCUSATO™**



**Standard Communications PTY LTD.**

**HEAD OFFICE:** Locked Bag 2086, North Ryde, N.S.W. 1670, Australia.

Tel: +61 (0)2 9844 6666 Fax: +61 (0)2 9844 6600

#### INTERNATIONAL ENQUIRIES

International enquiries should be directed to: export@gme.net.au

www.gme.net.au

P/N: 310406 Dwg No: 44055-2

#### New Zealand

**24 hour Emergency Contact**  
Phone: +64 4 577 8030

#### Registration

Rescue Co-ordination Centre New Zealand  
PO Box: 30050, Lower Hutt 5040

Fax: +64 4 577 8041

Email: 406registry@maritimenz.govt.nz

Phone: +64 4 577 8033



**ACCUSATO™**

**MT403FF**  
AUTO RELEASE

**MT403FG**  
AUTO RELEASE  
& INBUILT GPS

**406 MHz**  
Homer/Strobe

**EPIRB**  
EMERGENCY  
POSITION INDICATING  
RADIO BEACON

Patent Number: GB2420058

**INSTRUCTION MANUAL**

#### OWNER DETAILS

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Beacon UIN/15-HEX ID: \_\_\_\_\_

Congratulations on purchasing your new Accusat™ MT400 series EPIRB. The Accusat™ MT403FF and MT403FG are the most advanced 406 MHz Digital Satellite Beacons available today. Using new digital frequency generation technology, GME have developed and approved world wide, a new family of affordable high performance 406 MHz beacons.

Although the satellite EPIRB is one of the most significant advances in search and rescue technology in many years. It is not a substitute for a marine radio – Mariners should not be over-reliant on any single system. Wise, safe Mariners plan carefully, ensure that shore contacts know their sail plan, carry a marine radio, EPIRB and the right range of other safety equipment, and operate their craft sensibly to suit conditions at sea.

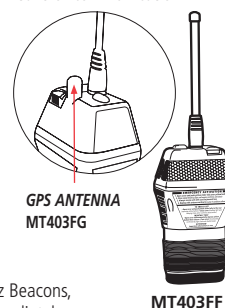
#### GENERAL DESCRIPTION

The Accusat™ MT403FF and MT403FG Digital Emergency Position Indicating Radio Beacons (EPIRB) are designed for use when the safety of your craft and crew is endangered and you have no other means of communication.

An EPIRB can save your life and the lives of others on board by leading an air/sea rescue to your precise location. In the past, extensive and lengthy searches have been carried out for missing craft, sometimes to no avail.

Your GME EPIRB is a self contained 406 MHz radio transmitter that emits an internationally-recognized distress signal on a frequency monitored by the COSPAS-SARSAT satellite system. The distress transmission contains a unique identity code which can be cross referenced to a database of registered 406 MHz Beacons, allowing the Beacons owner or vessel to be immediately identified in the event of an emergency. Both models can be manually activated by the operator in an emergency situation. Each will also automatically activate out of it's housing, if floated in water. The special auto-release housing provided with your MT403FF/FG not only provides day to day protection from the environment, but will automatically deploy the beacon when a predetermined water depth is reached. This combination of automatic deployment and activation may prove to be invaluable in an emergency, where it might otherwise not have been possible to reach and manually remove, then activate, the EPIRB.

Each of these models additionally includes a 121.5 MHz VHF Homing Transmitter and the latest in ultra high performance Solid State Strobe technology, all to assist in guiding rescuers to your precise location.



GPS ANTENNA  
MT403FG



MT403FF

Furthermore, unique to the MT403FG, is an inbuilt GPS Receiver System. Typically within minutes of activation the MT403FG is able to relay its precise location through the search and rescue satellite system providing nearly instantaneous alert and location information to the Authorities.

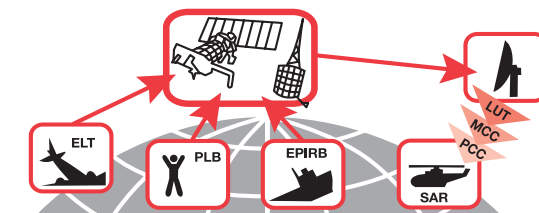
#### ABOUT THE COSPAS-SARSAT SYSTEM

The COSPAS-SARSAT (C/S) system is a complete global search and rescue service using geostationary and polar orbiting satellites. Many countries provide ground facilities known as Local User Terminals (LUT's).

From their fixed relative position in space C/S geostationary satellites provide a continuous watch over many regions of the world. They are useful in providing an immediate alerting capability, and where an active 406 MHz beacon is also GPS equipped, location information as well to the Authorities.

Each satellite within the constellation of C/S polar orbiting satellites views a smaller area of the earths surface at any instant, but due to their relative movement will achieve complete global coverage over time. These polar orbiting satellites provide both alerting and location information for all types of active 406 MHz beacons to the Authorities.

The satellite detection of less capable 121.5/243 MHz (only) type beacons is limited, and will be phased out completely over the coming years.



#### REGISTRATION AND TRANSFER OF OWNERSHIP

Registration of your 406 MHz satellite EPIRB with the Registration Section of your National Authority is important because of the global alerting nature of the COSPAS-SARSAT system.

Owner Registration Forms for registering your beacon may be supplied within the packaging, otherwise, your National Authority will be able to provide the correct forms. Up to date forms are often available online.

The information provided in the registration is used only for search and rescue purposes. Promptly fill in the owner registration form upon completion of the sales transaction, then mail, fax or email it to your National Authority. If the beacon is to enter service immediately, complete the registration form and fax or email the information.

Should the beacon be transferred to a new owner, as the previous Owner you are to inform your National Authority by email, fax, letter or telephone of the name and address of the new Owner.

The new Owner of the beacon is required to provide their National Authority with the information as shown on the registration form. This obligation transfers to all subsequent owners.

**NOTE:** Your MT403FF/FG has been programmed with a unique identifying code which will be transmitted by the beacon in an emergency. Registering your beacon provides the authorities with immediate access to your details when the beacon is detected. This means they will know who you are, who your emergency contacts are and what type of vessel or craft you are in. In situations of accidental activation they can also immediately eliminate your beacon as an emergency situation by contacting you when activation is detected.

#### PREVENTING ACCIDENTAL ACTIVATION

The signal from an EPIRB is regarded by authorities as an indication of distress and is given an appropriate response. It is the responsibility of every owner of an EPIRB to ensure that it is not activated unintentionally or in situations that do not justify its use.

The MT403FF/FG will not commence transmitting until approximately 60 seconds after activation, providing a safety period of audible and visual warning. If you hear the beacon beeping while it is being carried or stowed, you may still be able to deactivate it during this time period without actually transmitting a distress signal. If in doubt, report the incident to your local authorities just in case.

To minimize the possibility of accidental activation, EPIRB owners are urged to pay careful attention to the following points:

1. Always stow the EPIRB with the switch cover closed and within the Auto-release housing. The housing and switch cover are designed specifically to prevent accidental activation.
2. Avoid stowing the EPIRB where it may lie in water.
3. Do not allow children to interfere with the EPIRB and/or housing.
5. Educate others on board your vessel regarding the consequences of activation.
6. When it comes time to finally discard the beacon follow the DISPOSAL instructions.

**NOTE:** The Auto-release Housing temporarily inhibits the EPIRB water activation operation – always store the beacon within the housing.

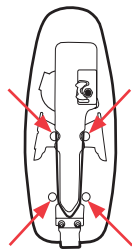
#### INSTALLATION

The MT403FF/FG can be mounted upright against, or horizontally over, a flat panel or bulkhead. When selecting a location it is vitally important to consider the following:

- Ready access in an emergency and protection from inadvertent damage.
- In the case of an emergency auto-release, the EPIRB must be able to surface freely without becoming trapped by the sinking vessel or entangled with associated external structures. Locate the housing externally to the vessel in a clear open space; and remember that the craft may list or roll during submerision.
- It is recommended to select a location high on the vessel. This will ensure auto-release operation in the event the vessel capsizes without sinking.
- The specified COMPASS SAFE DISTANCE is the minimum allowable separation between the EPIRB/housing and any magnetic navigational device.

To install the Auto-release housing:

1. With the cover and EPIRB removed, hold the housing base in place and mark the positions of the four (4) location points.
2. Using fasteners appropriate for the selected surface (not supplied), securely retain the housing base.
3. Now replace the EPIRB then outer cover, verifying at this time that the cover can be freely removed and replaced (Refer to the 'MANUAL RELEASE AND STOWAGE' instructions).
4. Using a sharp implement mark (x) the Hydrostatic Release Replacement Date label on the front cover with the replacement month and year. This is to be two years from the date of installation.



### IN AN EMERGENCY

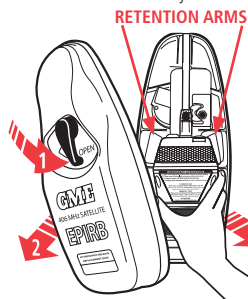
In an emergency you should first try to use your radio to summon assistance. Distress procedures should only be used where grave and imminent danger threatens your craft and assistance is required. Notify the 'Emergency Facility' that you have a beacon and that you will turn it on upon their instruction.

If dire emergency threatens life and you have been unable to make radio contact or have lost radio contact, use the beacon. The distress signal transmitted by your beacon identifies you as a craft in distress and will initiate an air/sea search and rescue. **Use the Beacon as a last resort.**

### MANUAL RELEASE AND STOWAGE

To remove the EPIRB from the Auto-release housing:

1. Hold the outer cover while using your free hand to rotate the yellow lever anti-clockwise ① as shown.
2. Without releasing the lever, remove the cover ② completely away from the fixed part of the housing that holds the beacon.
3. Now firmly grasp the beacon and withdraw it from the housing. ③



**WARNING: DO NOT** remove the beacon from its' mounting bracket if wet, it may automatically activate. Ensure the unit is thoroughly dry before removal.

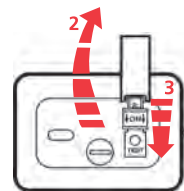
To refit the EPIRB:

1. Orientate the beacon such that the side displaying the 'EMERGENCY ACTIVATION' instructions faces outwards. This is necessary for the EPIRB to engage with the base of the Auto-release housing.
2. Insert the head of the beacon between the two retention arms ensuring that the base of the beacon also engages into the housing supports.
3. Now commence replacement of the outer cover firstly engaging it at the base over the metal retention tongue.

4. Apply firm pressure above the yellow lever to press the cover home. If necessary, partially and momentarily, rotate the yellow lever anti-clockwise whilst applying pressure to ensure full and proper engagement of the cover.
5. Finally, verify that the outer cover is securely retained.

### MANUAL ACTIVATION

1. Remove the beacon from the bracket.
2. Lift the switch cover (marked 'LIFT') to open. ②
3. Slide the 'ON' slider switch fully forward in the direction of the arrows. ③ The unit will initially self test, after two seconds the flashing strobe and beeps will indicate the beacon is operating.
4. Close the cover to secure the switch.



### WATER ACTIVATION

1. Remove the beacon from the bracket.
2. Deploy the beacon in water if sea conditions permit. The unit will initially self test, then shortly after the flashing strobe and beeps will indicate the beacon is operating.

The EPIRB has been designed to maintain continuity of operation even when the units sensors leave the water for periods of several seconds at a time. Uninterrupted operation is however always best guaranteed by also manually activating the EPIRB.

**If the beacon is to be deployed but not in water the manual activation method must be used.**

### MANUAL DEPLOYMENT

Unwind the cord and secure the EPIRB to prevent loss.

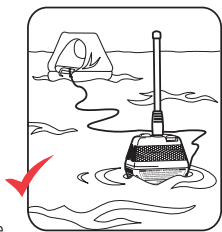
When activated, the beacon will transmit the strongest signal to the satellites when:

- Floating in water.
- Well clear of surrounding and overhanging objects.
- The antenna is vertical.

In extreme sea conditions, you should NOT float the EPIRB free of the vessel or the life raft if there is the possibility of loss or damage to the EPIRB.

By observing the following guidelines satisfactory operation should be achieved when operating the EPIRB out of water.

- The EPIRB signal will not pass through metal but will pass through fiberglass, wood or fabric with some loss when wet.
- The body of the EPIRB can be attached to metal fittings, but the antenna must be vertical and clear of the metal.
- If the cabin is metallic (such as steel or aluminium), the EPIRB should be mounted on a clear space outside with the antenna vertical and clear of surrounding objects.



**WARNING: Switching a beacon on and off interferes with the satellites ability to determine your location. Once activated in an emergency allow the beacon to operate without interruption until your rescue.**

Normal operation of your beacon will cease once battery capacity is diminished. Special circuitry within the MT403FF/FG however directs any remaining capacity towards extended operation of the homing transmitter. Although the beacon may otherwise have appeared to cease functioning, a homing signal will still be emitted for some considerable time.

### TURNING THE EPIRB OFF

It is important that you turn the EPIRB off as soon as possible after being rescued. If you leave the EPIRB running when it is no longer needed it may make it more difficult to locate other beacons also transmitting in the area.

1. Remove beacon from the water.
2. Lift the switch cover (marked 'LIFT').
3. Slide the yellow slider switch fully towards the 'READY' position.
4. Close the cover to secure the switch.
5. To cancel Water Activation dry the beacon or re-stow the beacon in the bracket. It may take a number of seconds for the EPIRB to de-activate.
6. Check that both the strobe light and the 'beep' have stopped.

### IN THE EVENT OF ACCIDENTAL ACTIVATION

If you suspect that an EPIRB has been activated inadvertently, you MUST turn it off and report it immediately to your National Authority's Rescue Coordination Centre to prevent an unnecessary search. If at sea call your local VHF coast station, or Rescue Coordination centre. In international waters contact a Maritime Rescue Coordination Centre or Coast Radio Station (CRS) by any available means.

When reporting you should include the following:

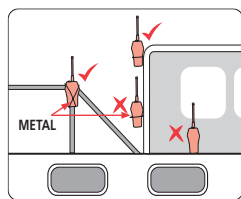
1. Your EPIRB's 15 character Unique Identifier Number (UIN), which is marked on the unit body.
2. Date, time and duration of activation.
3. Cause of activation.
4. Location at time of activation.

Search and Rescue authorities will not penalize an EPIRB owner or operator in cases of genuine accidental activation.

### BATTERIES AND MAINTENANCE

The MT403FF/FG is fitted with the very latest in high capacity Lithium battery technology. These batteries are able to operate within a temperature range of -20°C to +55°C.

The full operational capability of your beacon may not be available if the batteries fitted have exceeded their replacement date, as shown on the body



of the unit. Prior to reaching this date, make arrangements to have your MT403FF/FG returned for service.

**NOTE: The replacement of batteries due to expiry or usage is not covered by the product's Warranty. EPIRB maintenance operations, including battery replacement, require that the beacon be returned to a manufacturer approved service facility.**

To ensure reliable operation the Hydrostatic Release Unit (HRU) mechanism within the Auto-release Housing must be replaced within two years of being first placed into service. The replacement date is prominently shown on the front of the housing.

HRU replacement does not require any particular skills or training, and can be completed in situ by the owner in under 5 minutes, simply by following the instructions included within the Float Free Housing Refurbishment Kit available from your retailer.

Routinely following these few simple steps will help ensure that your beacon will be operationally ready if called upon:

1. Test the EPIRB at the recommended interval.
2. Confirm the SAFETY SEAL has not been broken.
3. Check that the batteries have not passed their replacement date.
4. Inspect the EPIRB and bracket for damage or deterioration.
5. Keep the unit clean by wiping over with a damp cloth (warm water and mild detergent are suitable), then dry.
6. Verify that the unit manually releases correctly from the auto-release housing, and is securely retained when returned to it.

If there is any doubt as to the products' serviceability, immediately contact your authorised retailer or service centre for advice.

Some installations may be covered by state, national or international carriage requirements. Such legislation may impose additional inspection and maintenance requirements beyond those listed above. Contact the relevant authority for further information.

### SAFETY SEAL

The safety seal which covers the tab behind the 'ON' slider is designed to tear if the unit is switched on. A safety seal that is not broken serves to indicate that the beacon has never been manually activated.

NEVER remove or break the seal unless deploying the EPIRB in an emergency.

If the beacon has been activated for any length of time, the batteries can no longer be guaranteed to have the capacity to operate for the minimum 48 hour period and therefore must be replaced.

### TESTING THE EPIRB

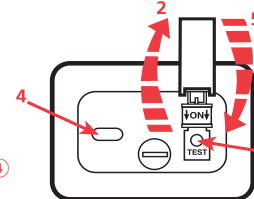
It is recommended that you test the MT403FF/FG at regular intervals (approximately monthly) to ensure it is fully functional. You should also test the EPIRB prior to an extended journey.

**DO NOT over test – testing consumes some battery power.**

**WARNING: DO NOT** remove the EPIRB from its' mounting bracket if wet, it may automatically activate. Ensure the unit is thoroughly dry before removal.

You may test the EPIRB at any time using the following procedure:

1. Remove the beacon from the bracket. Keep the antenna well clear of metallic objects during testing.
2. Lift the cover marked 'LIFT'. ②
3. Briefly press then release the yellow 'TEST' button. ③
4. The unit will give a double beep and flash of the strobe light to show it is functioning correctly. ④
5. Close the switch cover and press firmly into place until it clicks. ⑤
6. Return the beacon into the bracket.



If the EPIRB fails the testing process you should return it to your retailer or nearest GME branch office for maintenance.

### GPS SATELLITE ACQUISITION TEST (MT403FG ONLY)

The standard self test procedure is more than sufficient to perform a comprehensive check of your beacon without consuming too much battery capacity. On occasions, and no more regularly than on average once a year, you may wish to perform a GPS satellite acquisition check.

Whereas the routine self test verifies the GPS receiver's circuitry, the full test will include the operation of the special GPS antenna as well.

1. This test consumes much more power than a standard self test so choose a test location with good visibility of the open sky above. A quick satellite acquisition means a short test, and less wasted power consumption.
2. Carry out a self test in the usual way but rather than releasing the key, continue to hold it in position. After the self test pass confirmation, both the strobe flash and the internal beeper will start. Count four flashes/ beeps then immediately release the key.
3. The MT403FG will continue to flash and beep whilst it searches for available satellites. This may continue for a number of minutes depending on the number and location of satellites present. It is not possible to abort the test once started, and note that distress signals are not radiated as part of this test.
4. If no satellites are found after a predetermined time the repetitive flash and beep will stop. This may indicate a fault with the GPS receiver system within the EPIRB and you should contact your local service centre for advice.

If the test terminates with a rapid sequence of flashes and beeps, then GPS satellite acquisition and correct operation has been confirmed.

### UNACCOMPANIED TRANSPORTATION

The MT403FF/FG with its integrated battery isolation and safety features is NOT subject to UN3091 transport classification.

Consequently under current international regulations no special transport arrangements are required.

### DISPOSAL

Special precautions must be taken when finally disposing of your beacon at the end of its' useful life. Legislation may determine the specific requirements which apply to you. In the first instance contact your National Authority for advice.

The following information may also be helpful:

- To permanently disable the beacon remove the 4 screws retaining the cover, open unit, unplug battery lead, then reseal.
- Lithium batteries are generally not considered as hazardous waste when fully discharged. Qualified personnel may be able to slowly and safely discharge the cells for you.

**DO NOT short circuit the cells or battery. DO NOT incinerate.**

### SPECIFICATIONS - MT403FF AND MT403FG

#### MODES OF OPERATION

- Activated:** UHF (406) and VHF (homer) complete with high intensity strobe and audible activation alert.
- Self test:** Comprehensive internal diagnostics with visual and audible operator feedback. UHF test message (inverted synchronisation compatible with portable beacon testers). Full carrier unmodulated VHF test burst

#### OPERATION

- Compliance:** GMDSS Compatible and meets the latest IMO A810-19 requirements
- Activation:** Auto or Manual
- Duration:** 48 hours minimum
- Transmission:** 121.5 MHz and 406 MHz
  - Delay:** Signals commence ~ 60 seconds after activation
  - Warm Up:** None required (due to digital frequency generation)
  - VHF:** 121.5 MHz, 50 mW ±3 dB, swept tone AM
  - UHF:** 406.028 or 406.037 MHz, 5 W ± 2 dB, PSK (digital)
  - Strobe:** 20 flashes/minute at greater than 0.75 cd effective intensity
- UHF-Protocol/Data:** Serial Number\*, Radio Call Sign, and MMSI
- Repetition Period:** 50 s mean, digitally generated randomization
- VHF:** Satellite compatible phase coherent

#### BATTERY

- Replacement Period:** Prior to expiry date marked on EPIRB case.
- Replacement Method:** Authorised Service Centre
  - Chemistry:** LiMnO<sub>2</sub> (0.49 g Lithium per cell)
  - Configuration:** 5 parallel packs each of 2 series cells.

#### PHYSICAL

- Operating:** -20 °C to +55 °C.
- Storage:** -30 °C to +70 °C.
- EPIRB Weight:** 555 g (nominal)
- Antenna:** Flexible self straightening stainless steel design