**This Information should be kept aboard -**

**V100 PLBs**

The swfpa website has instructional videos on how to install the V100s into Crewsavers, Mullions and Parmaris lifejackets. Once in the website click “media” to source the videos.

It is basically the same for all Life jackets.

Once these units are installed they need to be registered –

Email the vessels name and serial numbers of all units (which are on the boxes and on the units) to – courtneyt@mrtsos.com

The instruction manuals should be kept for reference.

**Servicing**

Previous models required annual recertification. These ones have updated software and do not require annual recertification.

The recertification of these units is therefore optional.

If anyone prefers to have them recertified and serviced annually contact me by email – james@swfpa.com or on *07958110879* when they are due.

We will get discounted servicing prices due to the number of units we purchased.

The battery lasts for 5 years.

**False Alarm - Distress transmitted in error**

If this happens simply take the yellow clip (which should be tied on to the pouch) on the LH side of the unit, out and slide the red button back from ready to off and insert the clip. You will likely get a call from the coastguards if this has taken more than 10 seconds to deactivate.

Contact me if any new fixing kits may be required when changing lifejackets etc. These can be provided at a cost.

V100 PLB

(self-test operation)

**Do not throw away the small piece in the box. This is used for unit self-testing procedure. The instructions are in the manual.**

***The test mode*** only sends out 1 quick AIS burst, and it’s not uncommon for an AIS receiver to miss its “slot time” and not receive it.

***In the event of a full transmission***, multiple AIS signals will be sent and received.

“During any test, if a RED or MAGENTA LED is displayed, the device should be removed from service and returned to MRT or an authorized MRT service agent. If the LED’s do not show RED or MAGENTA, the unit has passed the VHF DSC & AIS test and is fit for purpose.

During the test procedure a single burst AIS and VHF DSC message is transmitted in accordance with the RTCM standard. Depending on conditions during testing, it is possible that an AIS and/or VHF DSC transmission may not be picked up by the receiving equipment.

If an AIS message and/or VHF DSC transmission is not displayed on the receiver this does not indicate that the device is faulty. Only when and if a RED or MAGENTA LED is displayed, should the device be removed from service and returned to MRT or an authorized MRT service agent.”

*James*

*SWFPA*

**PLB 1 rescue me PLBs**

**(issued to smaller vessels)**

These must be registered with the coastguard on [www.gov.uk/406beacon](http://www.gov.uk/406beacon)

Please refer to page 9 of the manual for testing procedures.

Battery expiry date is on the top of the units and on the boxes.

**False Alarm – Distress transmitted in error**

If the unit is accidentally activated call –

01326317575 (UKCG) with the 15 digit UIN code and your current position.

*James*

*SWFPA*