CRITICAL SAFETY INFORMATION

The 9602-A accepts either +3.6VDC to +5.5VDC input through Pin 1 or +6.5VDC to +32.0VDC input through Pin 9.

The 9602-A is shipped with hardware set for +3.6VDC to +5.5VDC input. It **MUST** be changed to +6.5VDC to +32.0VDC input through an internal jumper if it is to be used with a vehicle supply.

POWER MUST BE DISCONNECTED BEFORE RESETING THE JUMPER. The jumper can be found by removing the modem's top plate. With the 9602-A held in the position shown above (DB15 connector to the right), the 9602-A is set for 3.6VDC to +5.5VDC when the red jumper is on the middle and bottom pins and is set for +6.5VDC to +32VDC when the jumper is on the middle and top pins. Each pin is also labeled with 5V and 32V to the left of the top and bottom pins, respectively.

Both the power pins on the multi-interface connector and their corresponding voltage settings on the jumper must be used for the unit to power up properly.

NOTE: DO NOT APPLY VOLTAGE higher than 5.5VDC on pin 1 (or accidently swap voltage between pins 1 and 9). The 9602-A will be damaged beyond repair with warranty voided.

TITLE	WIRING DIAGRAM 9602-A WITH MDT860 AND EXTERNAL DUAL MODE ANTENNA
DRAWN BY: CHRIS HINCH	SCALE: NO SCALE
DATE: 6 MAY 2013	REVISED: 6 MAY 2013

1. Power sources must have 1A circuit breakers.

2. Switch and sensor inputs are not internally debounced. Input switches or sensors should be externally debounced and must switch between open circuit and Signal Ground.

WARNING: NO VOLTAGE IS TO BE APPLIED TO SWITCH AND SENSOR INPUTS. APPLYING VOLTAGE TO SWITCH AND SENSOR INPUTS WILL RESULT IN DEVICE FAILURE AND VOID YOUR WARRANTY.

3. Aircraft installation must be performed by an appropriately licensed aircraft engineer with reference to the requirements of all applicable installation regulations, instructions and guidelines.

4. All pinout diagrams are as viewed into the exposed end of the plug or socket.

5. Aircraft power to all equipment should be provided from MAIN BUS, ACCESSORY POWER or AVIONICS MASTER as appropriate to operational requirements.

6. Engine Run and Airborne sensor inputs are not guaranteed delivery, and a sensor triggered message (EVT_TAKEOFF, EVT_LANDING, EVT_ENGINEON, EVT_ENGINEOFF) that occurs when Iridium coverage is poor will be discarded if it cannot be delivered before the next scheduled report occurs.