



**BELTRONICS™**

Ultimate Performance. Proven Technology.



*with 65 Digital Voice Messages and Digital Display*

# Operating instructions for model E936CS



**SWS**  
safety warning system

## INTRODUCTION

Thank you for purchasing an EXPRESS 936 Radar/Laser/Safety detector. EXPRESS 936 offers the most advanced technology available for detecting all Radar and Laser speed monitoring devices. In addition, EXPRESS 936 features Digital Voice, Text Message Display and the Safety Warning System® with 60 Digital Voice messages.

To ensure maximum benefit from your new unit, please read all instructions before operating your unit.

**Remember, owning a Radar detector does not give you a license to speed. Alerts from a Radar detector serve as an effective reminder to check your speed. Laws vary throughout North America governing the use of a Radar detector. It is your responsibility to follow these laws.**

## SELECTABLE FEATURES

### **Safety Warning System® (sws™)**

EXPRESS 936 detects encoded signals from sws™ transmitters and provides 60 messages for:

Highway Construction/Maintenance, Highway Hazard Zones, Weather Related Hazards, Travel Information/Convenience and Emergency/Slow Moving Vehicles. For a complete description of sws™ audio and visual alerts, see page 18.

### **VG-2 Guard® Alert**

EXPRESS 936 features VG-2 Guard®, to detect signals from the Interceptor VG-2 (Radar Detector Detector).

For a complete description of the VG-2 Guard® audio/visual alert, see page 17.

### **Safety Warning System® with Digital Voice Messages**

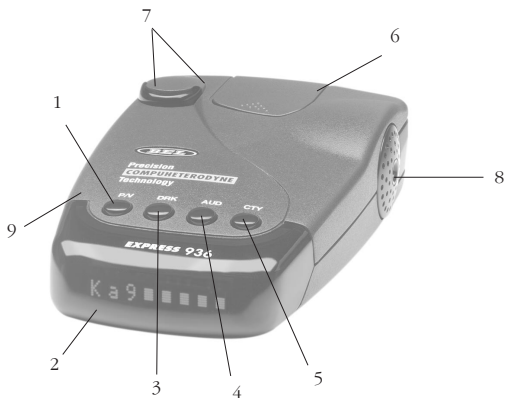
Choose between Digital Voice Messages with a unique sws™ tone or sws™ tone only (see page 9).

### **Radar/Laser Digital Voice Prompts**

Choose between Radar/Laser Digital Voice prompts followed by “beeps” or “beeps” only (see page 9).

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1. **P/V (Power/Volume) Button:** pressing P/V briefly will turn the unit **ON**. Pressing P/V a second time will bypass the power up test sequence. Pressing P/V and holding will change the audio level.
2. **Text Message Display:** communicates all mode selections (i.e. DIM, DARK, CITY, HIGHWAY, and AUTOMUTE) and confirms Radar band and signal strength, presence of Laser and sws™ messages received.
3. **DRK (Dim/Dark) Button:** provides dim or dark settings of the Text Display for discreet night travel. Audio alerts are not affected.
4. **AUD (Audio Mute) Button:** provides automatic and manual muting of X, K, Super Wideband Ka Radar and manual muting of sws™ alerts.
5. **CTY (City/Highway) Button:** minimizes unwanted X band alerts without reducing sensitivity.
6. **Antenna Opening:** Radar and sws™ signals are received by a patented diecast antenna with integrated transition to microstrip mixer.

7. **Laser Optical Sensors:** collect Laser signals from in front and behind.
8. **Audio Alert Speaker:** all audible alerts and Digital Voice Messages are emitted from this location.
9. **Power Jack:** using the straight or coiled cord, EXPRESS 936 operates in any vehicle with a 13.8 volt DC negative ground system (10.5 volt to 16 volt range).

## DESCRIPTION OF FEATURES

### Power-Up Test Sequence

Each time your detector is turned **ON**, audio and Text Messages for Laser, Ka, K, X and Safety Warning System® (sws™) are presented. After this sequence, the status of Selectable Features is displayed: "SWS on", "SWS off", "UG-2 on", "UG-2 off", "SWSvoice", "SWSclick", "VOICEon", "VOICEoff" (*see page 9*). If your unit displays information other than this standard power-up test sequence, return it to BELTRONICS for servicing. To bypass the power-up test sequence, press the P/V button during the Power up test sequence.

### Tutorial Mode

The tutorial mode allows you to become more familiar with all audible and visual alerts. To engage this mode, press and hold CTY, then press AUD while the unit is **OFF**. The message "TUTORIAL" appears in the display followed by the audio and corresponding Text Message for "LASER", "Ka AUDIO", "K AUDIO", "X AUDIO", "UG-2 Alert," sample Radar alert (K band signal ramping from weak to strong) and "SAFETY WARNING SYSTEM SAMPLE ALERTS". Three sample sws™ messages are then presented in the display along with the corresponding Digital Voice Message:

Sample 1 "ACCIDENT AHEAD"

Sample 2 "HIGHWAY WORKCREW AHEAD"

Sample 3 "POLICE IN PURSUIT"

Anytime during Tutorial Mode (except Safety Warning System®

sample alerts) press CTY or AUD to move forward or backward through the alerts. During sws™ sample alerts press CTY to move forward in the sws™ message list. “MSG 1” will appear initially in the display confirming your selection. Pressing the AUD button allows you to listen to the sws™ message while viewing it in the display. Press the CTY button again to step to the next message; press the AUD button to review, and so on. This allows you to review all 60 messages.

To exit Tutorial Mode, press the P/V button and your unit will be **ON** and ready to receive signals.

### **Memory Retention of Feature Selections**

Any time EXPRESS 936 is turned **OFF** or unplugged from the cigarette lighter socket, all feature settings are retained in the unit's memory. Memory retention eliminates the need to reset your preferred feature settings each time your unit is turned **OFF** and then back **ON**.

### **Adjusting the Audio Level**

Once your unit has completed the power up test sequence, the audio level can be adjusted by holding the P/V button down. As you hear the audio level change, the display will provide a visual reference of the audio level. To reverse the direction in which the audio level increases/decreases, briefly release, then hold down the P/V button again.

### **DRK (Dim/Dark) Button**

The DRK button allows selection of a dim or dark setting for the display. To engage dim mode, press the DRK button once. A single “beep” coupled with the brief illumination of “DIM” on the display confirms your selection. To completely cancel the illumination of the display during an alert, press DRK a second time. A single “beep” coupled with the brief illumination of “DARK” in the display confirms your selection. While in dark mode, you will notice an “H” (highway mode) or “C” (city mode) remains dim to confirm your unit is receiving power. To return to a full bright setting, press the DRK button a third time; two “beeps” confirm this selection. Use of the DRK button does not affect audio alerts.

*Important—if you press the DRK button and do not receive audible confirmation, the audio level has been set too low.*

## **AUD (Audio Mute) Button**

### *Continuous Audio Alert Pattern*

Your unit has been preset at the factory to provide an X, K, Ka or Laser audio alert and Digital Voice announcement of the signal detected. Digital Voice prompts are provided once after the initial audio alert. (*Note: DigitalVoice can be turned OFF, see page 9*) This standard setting is often preferred when background noise in a vehicle is loud.

### *Automatic Mute Alert Pattern (Radar)*

To engage automatic muting, press the AUD button once when the unit is not alarming. A single “beep” and brief presentation of “AUTOMUTE” in the display confirms automatic mute mode has been engaged. The alert pattern when this mode is activated consists of several X, K, Super Wideband Ka audio alerts followed by the Digital Voice announcement of the signal detected. After the Digital Voice announcement, a “clicking” tone keeps you quietly informed for as long as the signal is present. This “clicking” becomes more rapid as the strength of the Radar signal increases. With this mode engaged, the automatic muting will be repeated each time a new signal is encountered. The automatic mute mode enables you to conveniently monitor extended encounters without having to manually mute or adjust the volume setting. To return to the continuous audio alert pattern, press the AUD button a second time (while the unit is not alerting). Two “beeps” and the message “AUTOoff” confirm you have cancelled automatic mute mode.

### *Manual Muting of Audio Alerts (Radar and sws™)*

Regardless of the AUD mode selected (continuous or automatic mute), the audio alerts can be completely muted by pressing the AUD button during an alert. Once the alert has passed, the unit will revert to the previous AUD setting.

*Note—because Laser alerts are not lengthy or sustained, muting is not required (see page 17).*

## **CTY (City X/Highway) Button**

The CTY X mode has been designed to effectively reduce unwanted audio alerts caused by intrusion alarms, door openers, and other devices which share **X band** with police Radar—without reducing sensitivity. Signals from non-police Radar sources are frequently encountered in urban and sub-urban areas, making use of this mode ideal in these areas.

Pressing the CTY button once engages the CTY X mode which is confirmed by “CITY” in the display coupled with a single audio “beep”. Pressing the CTY twice returns you to highway mode; “HIGHWAY” will appear in the display coupled with two “beeps”. Once CTY X mode is engaged, weak X band signals encountered will produce no audible alert until the signal strength reaches a preset level. However, visual alerts are processed the instant an X band signal is detected, keeping you quietly informed. Since most “false” X band signals are weak, the use of the CTY mode allows you to drive out of their range before they reach the preset level and trigger a full audio alert. In contrast, signals from X band traffic Radar are generally stronger and will exceed the preset level, causing a full X band audio alert. Activating the CTY mode will not change Super Wideband Ka, K or instant-on X band Radar alert patterns.

*Note—the CTY mode does not change the presentation of alerts for Laser sws™ or VG-2 signals.*

## **City ALL (X/K/Ka)**

**City ALL** provides an alternated approach for improving **X, K and Ka** band selectivity and is ideal for use in areas with a high level of microwave transmissions which can cause falsing on all three bands. To engage **City ALL** mode, press CTY until the Display shows “CITY ALL”. Once engaged, weak X, K or Super Wideband Ka signals encountered will provide no audible alerts until the signal strength reaches a preset level. Visual alerts are processed the instant an X, K or Super Wideband Ka signal is detected, keeping you quietly informed.



## Reset to Factory Settings

You can reset your unit to factory settings for volume, DRK, AUD, CTY and Selectable Features. With the unit **OFF**, press and hold CTY button, then press AUD and P/V buttons simultaneously. The display will briefly show “RESET” and provide two “beeps”. Your unit is now reset to its original factory settings and ready for operation.

## SELECTABLE FEATURES

**Safety Warning System®**, **vG-2 Guard® Alert**, **sws™ Digital Voice Messages** and **Radar/Laser Digital Voice prompts** are features which may be selected **ON** or **OFF**, depending upon your preference.

### *Safety Warning System® (sws™)*

When **ON**, unit will provide an alarm and text message when signals from sws™ transmitters are detected. Factory setting is **ON**.

### *vG-2 Guard® Alert*

When activated, unit will detect signals from Interceptor vG-2 transmitters. Factory setting is **OFF**.

*Note—engage vG-2 Guard® only, in areas known to use the Interceptor vG-2.*

### *Safety Warning System® (sws™) with Digital Voice Messages*

When “SWSVoice” is selected, unit will provide Digital Voice announcements when sws™ transmitters are detected. Factory setting is “SWSVoice”. When “SWSclick” is selected, Digital Voice is replaced by “tone/clicking” only.

### *Radar/Laser Digital Voice prompts*

When “VOICEon” is selected, unit will provide Digital Voice prompts followed by “beeps” when X/K/Ka and Laser signals are detected. Factory setting is **ON**. When “VOICEoff” is selected unit will sound unique audio tones only.

## Entering Selectable Features Mode

1. With the unit **OFF**, press and hold CTY button, then press the P/V button. The word “FEATURES” will appear in the

display and a short audible “beep” will sound indicating you are now in the Selectable Features Mode.

2. Immediately after the “beep”, the display will show the status of the sws™ Selectable Feature: “SWS on” or “SWS off”. Press the AUD button to select **ON** or **OFF** for this feature.
3. Pressing the CTY button moves to the next Selectable Feature: VG-2 Guard® Alert. The display will show either “VG-2 on,” or “VG-2 off”. Press the AUD button to select **ON** or **OFF** for this feature.
4. Pressing the CTY button again moves to the next Selectable Feature: Replace sws™ Digital Voice Messages with “beep”. The display will show either “SWSvoice” or “SWSclick”: Press the AUD button to select **VOICE** or **CLICK** for this feature.
5. Press the CTY button again to move to the next Selectable Feature: Radar/Laser Digital Voice. The display will show “VOICEon” or “VOICEoff”. Press the AUD button to select **ON** or **OFF** for this feature.
6. Press the P/V button to exit Selectable Features Mode. Two “beeps” confirm that you have exited this mode and your unit will be **ON**. “HIGHWAY”, “**City X or City ALL**” will be presented in the display, based on your previous selection.

## INSTALLATION

### General Guidelines

Do not mount your unit directly behind windshield wipers or mirrored sunscreens which block Radar and Laser signals and substantially reduce warning range. Unlike “after market” mirrored sun-screens, regular tinted glass does not affect Radar reception. Radar signals are also reflected by the “heated windshields” known as Instaclear® and ElectriClear® available as an option on some vehicles. This type of windshield makes any dash, visor or windshield mounted detector ineffective. (If in doubt, check with an appropriate dealership to see if this applies to your vehicle.)

To achieve optimum performance, regardless of which mounting position you choose, follow the basic steps on the following page:

1. Consider occupant safety when selecting a mounting location. Choose a location where the unit will not be hazardous in case of an accident.
2. For optimum detection, position your unit with a clear, unobstructed view of the road from the *front and rear*.
3. Do not allow the unit to make contact with the windshield. This will eliminate unnecessary vibration.
4. Avoid placing your unit in direct sunlight. During the summer, interior temperatures of an enclosed vehicle can sometimes reach temperatures that will cause premature aging of the unit.
5. Your detector is not waterproof; exposure to water may cause damage.

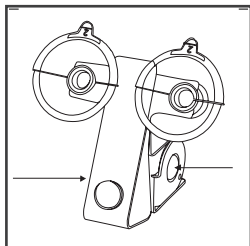
### **Dash Mounting**

1. Select an area that is relatively level, clean and dry. Adhere the soft portion of the enclosed hook and loop fastener to this area and the corresponding hard portion to the bottom of your unit.
2. Fasten unit to dash by placing hook and loop pieces together.

### **Windshield Mounting**

1. Remove the mounting cover on the top of the detector by pressing on the raised dots and pushing outward.
2. Insert the “grooved” cover plate supplied until it locks into place.
3. Clean the desired area of the windshield, and adhere the windshield/visor bracket by pressing on the suction cups.

- Slide the detector onto the mounting bracket until it “locks” into place.
- To adjust the angle of the bracket, squeeze and hold the circular “buttons” on the sides of the bracket; this will allow you to angle the bracket to your windshield.

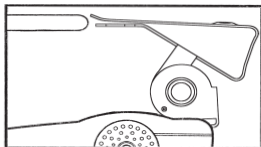
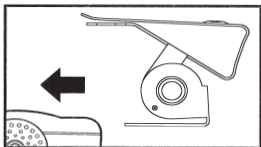


*Note—some vehicles have a plastic coating on the inside of the windshield designed to protect occupants in case of an accident.*

*Use of the windshield bracket on this type of windshield can permanently mark the surface. Check with your dealer if you are unsure whether your vehicle is equipped with this type of windshield.*

## Visor Mounting

- Remove the two suction cups and follow steps 1, 2, 4 and 5.

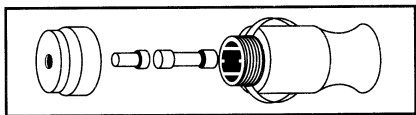


- Clip the detector to the edge of the sun visor nearest the windshield.

## Fuse Replacement

If the fuse has blown, remove the tip from the lighter plug followed by the old fuse. Replace the fuse with a 1-amp, 3AG fuse. Defeating the fuse protection can damage your unit or your vehicle's electrical system and will void your warranty.

*Note—the tip is in two pieces; be careful not to lose either piece or the spring inside the holder. (See diagram on page 13).*



## UNDERSTANDING RADAR, LASER AND SWS™

### **Three Radar Frequencies**

Three microwave frequencies have been allocated by the FCC (Federal Communications Commission) and are used for traffic Radar: X, K and Super Wideband Ka. Your EXPRESS 936 provides detection to ALL known Radar traffic devices.

### **Total Tracking Laser™ (TTL™)**

Unlike Radar signals, which are highly reflective, Laser signals have very poor reflective characteristics. Many of today's Laser detectors do not have the high sensitivity necessary to detect Laser within a large "field of view". EXPRESS 936 incorporate BEL's number one rated Laser detection. Twin Laser ports detect energy far outside the main Laser beam—including off-axis signals—providing the largest achievable 360° "field of view". The alerts provided by your unit are the same whether signals are received from the front or rear.

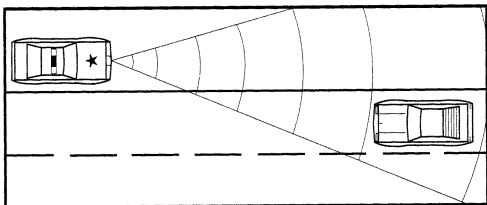
### **Safety Warning System® (sws™)—What is it?**

The Radio Association Defending Airwave Rights, Inc. (R.A.D.A.R.) conceived and developed the Safety Warning System®. The concept behind this system is to warn motorists of potential road hazards by employing Safety Warning System® transmitters in areas such as construction zones, accident sites and detours. These sws™ transmitters operate within the 24 GHz portion of the K band frequency, and broadcast uniquely coded signals that are detected by your unit.

## Radar Alerts

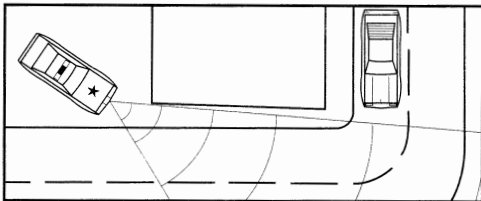
The alerts provided by your unit are affected both by the type of transmission (continuous wave or instant-on), and the position of the Radar source. Generally, when you drive closer to a Radar source, the intensity of the received signal increases, resulting in the increase of the number of bar graph segments and a corresponding increase in the audio alert rate. Described below are five common types of Radar encounters and the alerts you will typically receive.

1. *Stationary or moving Radar, straight ahead aimed in your direction.*



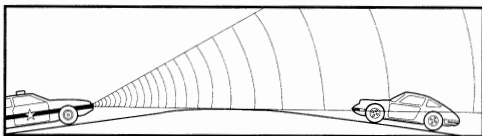
Since Radar signals travel in a straight line, this Radar encounter potentially offers maximum warning range. Once the signal is received, the initial warning consists of an X, K or Super Wide band Ka audio alert coupled with simultaneous identification of the Radar band (X, K or Ka) and signal strength in the Text Display. The number of bar graph segments displayed depends upon the strength of the signal received. As the strength of the Radar signal increases, the audio alert becomes more rapid and the bar graph will display the maximum number of five segments to indicate maximum signal strength. Assuming the Radar signal remains uninterrupted, the audible and visual alerts will clearly indicate a “weak” signal becoming stronger as you drive closer to the Radar source. Remember, when the police Radar source is moving toward you, the Radar signal strength will increase much more rapidly than if you are approaching a stationary source.

2. *Stationary Radar aimed around a corner*



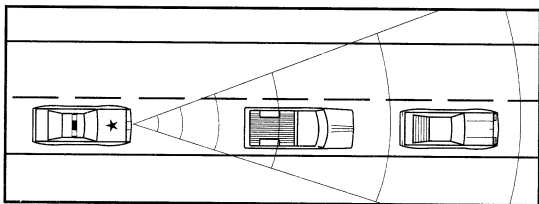
Under this circumstance, reaction time is considerably reduced. Since the Radar signals are transmitted across your line of travel, there is generally no signal available to receive until you are relatively close to the source. Once an alert is received, expect the strength of the signal to increase very quickly. Advanced warning in this situation may be reduced.

3. *Stationary Radar concealed by the crest of a hill aimed in your direction.*



Radar signals travel in a straight line and do not pass through earth. Consequently, police Radar aimed at the crest of a steep hill cannot be received until you are at or near the top. Warning time may be minimal (as in situation #2) since a strong signal is not present until you are near the crest of the hill. At this point, you may be nearly in the police officer's line of sight. When cresting a hill, a weak initial alert followed very quickly by a full alert is typical. This alert pattern requires prompt attention.

4. *Moving Radar behind you, traveling in the same direction.*



Police Radar signals transmitted from behind your vehicle can be received when reflected by objects in front of you such as large signs, bridges and trucks. As you drive, the size and configuration of these objects are constantly changing causing the strength of any reflected Radar signal received to vary. A strong, uninterrupted alert indicates the patrol car is close behind.

### **Instant-On/Pulsed Radar**

This type of signal appears suddenly when a Radar unit is “triggered”. The instant-on alert consists of an intense, three second audio “burst”, coupled with the type of Radar band detected and flashing of the signal strength bar graph in the display.

### **Typical False Alert (Radar)**

Ideally, a Radar detector should only alert in the presence of police Radar. However, because other devices share X band with police Radar, false alerts sometimes occur. Generally, a false signal produces only a short audio and visual alert. Since they are most often weak, it is possible to drive out of the signars range very quickly and receive only a brief alert. Although many times the probable source of the false signal can be identified (supermarket, bank, commercial building, etc.), caution is advised until the source can be confirmed. The X band alert pattern caused by a non-police source can look like the initial alert produced by actual police Radar. For this reason appropriate action is required any time an alert is received.



## Laser Alerts

When Laser is detected, the display will flash “LASER” coupled with a distinct Laser audio alert. If a vehicle is a long distance from the source of Laser pulses, fewer pulses will generally be received. The closer the vehicle is to the source of Laser pulses, the greater the likelihood of receiving a steady stream of Laser pulses. The reason for this is the aiming stability of the Laser gun and the fact that it is difficult to hold the gun absolutely still. Any movement of the gun results in motion of the beam at the target. The further the target, the greater the displacement of the beam and the shorter the dwell time of the beam at the target point. Therefore, there is the possibility of receiving only a few Laser pulses. Due to these characteristics, all Laser alerts should be taken seriously.

## VG-2 Guard® Alert

Whenever your EXPRESS 936 detects signals from the Interceptor VG-2 (Radar Detector Detector), the VG-2 Guard® feature engages. (VG-2 Guard® must be selected **ON** - *see page 9 for more information*). A distinct, 2-second audio warning coupled with the Digital Voice announcement and Text Message of “VG-2 alert” confirms activation of VG-2 Guard®. This message continues for as long as VG-2 Guard® is activated. During the VG-2 alert your unit does not detect Radar or sws™ signals. However, the presence of the Interceptor VG-2 indicates that traffic is being monitored and speed measurements may be taken. When the Text Message of “VG-2 alert” is over, your unit resumes scanning for Radar and sws™ signals.

*Note: activation VG-2 Guard® does not affect detection of Laser signals.*

## Safety Warning System® (sws™) Alerts

With the Safety Warning System® feature **ON** and an sws™ transmitter in use, your detector will provide a unique, 2 second sws™ tone coupled with a Safety Warning System® category word (i.e. “HazzZone” indicating **Highway Hazard Zone Advisory**) to quickly orient you to the type of situation ahead. This introductory message is followed by a specific Text Message i.e. “SHARP CURVE AHEAD” and Digital Voice

Message which is repeated twice. After the Digital Voice, the unit will continue to present the message and provide the “clicking” tone for as long as an sws™ signal is detected.

You can replay the last sws™ message received by pressing the DRK button within 30 seconds of receiving an sws™ alert. Both Digital Voice and Text Message are replayed. If you have selected “SWSclick” (Digital Voice **OFF**), your unit will show just the Text Message (see *Selectable Features*, page 9).

*Note—the end of a multiple word sws™ message is indicated by an asterisk.*

### *Abbreviated sws™ Category Words*

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“HwyWk”

confirms **Highway Construction/Maintenance**  
(messages 1-11)

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“HazardZone”

confirms **Highway Hazard Zone Advisory**  
(messages 13-31)

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“Weather”

confirms **Weather Related Hazards**  
(messages 33-41)

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“TravelInfo”

confirms **Travel Information/Convenience**  
(messages 43-59)

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“Moving”

confirms **Emergency/Slow Moving Vehicles** in transit  
(messages 61-64)

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“MsgUnkn”

confirms **incomplete or unknown messages**

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*Note—for a complete listing of the five Safety Warning System® categories and corresponding messages, please refer to the **Safety Warning System® Alert Card** enclosed with your manual.*

**Conditions that Affect Radar Alerts**

If you feel your unit is not alerting properly, keep in mind that there are many conditions that influence the intensity or duration of an alert:

1. The police are using instant-on/pulsed Radar, in which case no signal is transmitted until visual contact has been made with your vehicle. For detection of this signal, you must rely on reflected signals from Radar directed at traffic traveling ahead of you.
2. The police Radar unit is positioned perpendicular to the road, around a curve, or just over the crest of a hill thus significantly reducing the reception range.
3. The highway traffic between your vehicle and the police Radar source is heavy. This blocks/reflects transmitted signals. The presence of several large trucks between you and the police Radar unit could also significantly reduce reception.
4. Rain or humid weather conditions can absorb transmitted signals before they reach your vehicle, again reducing detection range.
5. The police Radar unit is not properly tuned and is transmitting outside the FCC allocated X, K or Super Wideband Ka frequency ranges.

**Conditions that Affect Laser Alerts**

If you feel your unit is not properly alerting to the presence of Laser signals, keep in mind that rain, fog, high humidity and traffic conditions can affect the range that the Laser beam can be detected.

## TROUBLESHOOTING

### Solutions for Common Problems

If your unit is not operating properly, please refer to the outline below.

<b>Problem</b>	<b>Possible Cause</b>	<b>Corrective Procedure</b>
Unit not receiving power	Plug not properly inserted	Reinsert plug and rotate
	Fuse in power cord is defective	Replace with 1 amp 250 Volt 3AG fuse (see page 12)
	Lighter socket not clean and negatively grounded	Consult your dealer or a professional mechanic
"Poor detection range"	Fuse or electrical wiring for lighter socket defective	Consult your dealer or a professional mechanic
	Antenna/lens opening partially blocked	Reposition unit with unobstructed view of road ahead and behind.
Erratic or frequent alerts	Radar signals unable to pass through windshield	Determine whether your vehicle has a "heated windshield" known as Instaclear® or Electri-Clear®, or is covered with a metallic sun screen.
	High concentration of non-police band sources	Use CTY mode
Partial or no display		Review section in this manual on <i>Performance Verification</i>
	Dim or dark mode engaged	Disengage dim or dark mode

If you experience a problem with your unit that is not covered in this outline please call, Monday to Friday, 9 AM-5 PM EST, for assistance:

1-800-341-2288 USA

1-800-268-3994 CANADA

## CONSUMER WARRANTY

### 1-Year Warranty

1. This warranty covers all defects in materials and workmanship. This warranty does not apply if the unit has been subject to physical abuse, improper installation, modification, or if the housing or serial number of the unit has been removed.

2. BELTRONICS manufactures its products using parts and components which are new or equivalent to new in accordance with industry standard practices.
3. The enforceability of this warranty is limited to the original consumer purchaser and is not transferable to, or enforceable by, any subsequent owner.
4. In the event of a defect, malfunction or other failure to conform to this warranty, BELTRONICS will, at its sole discretion, repair or replace the unit at no charge. You are responsible for all shipping costs in connection with warranty service pursuant to this warranty.
5. This warranty commences on the date of retail purchase and shall be effective for a period of one year.
6. There are no EXPRESS warranties covering the unit other than those set forth in this warranty. All implied warranties are limited to the period of this warranty and no warranties, expressed or implied, extend beyond this period. Some states do not allow limitation on how long an implied warranty lasts, so the above limitation may not apply to you.
7. BELTRONICS will in no event be liable for any consequential, incidental, indirect or special damages (including, but not limited to, lost profits) arising out of or in connection with the use, misuse, or function of the unit. Some states do not allow the exclusion of limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.
8. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.
9. You must provide a copy of a dated sales receipt for your unit in order to receive service under warranty.

## SERVICE

### **Warranty Service**

If you feel your detector is not functioning properly please review this manual, particularly the section on *Performance Verification*. If you still feel service is required, please follow

the instructions below.

1. To obtain service during the one-year warranty period, please call the appropriate number below to obtain an RA number and shipping instructions. Remember to return your detector postage paid, insured and in suitable packaging.  
1-800-341-2288 USA  
1-800-268-3994 CAN
2. For your own protection, obtain a proof of delivery receipt. Shipping costs are your responsibility.
3. Enclose with your unit the following information:  
**(a) Your name, complete return address and written description of the problem. (No P.O. box please.)**  
**(b)** A telephone number where you can be reached during regular business hours.  
**(c) A copy of your dated sales receipt.**

### **Post- Warranty Service**

The following arrangements apply if the warranty period has expired or you are not able to provide a copy of your dated sales receipt indicating purchase within the last twelve months.

1. Return your unit to the appropriate address under *Warranty Service* and follow steps i through 3(b) outlined in that section.
2. Enclose with your unit \$70 US or \$95 Canadian to cover inspection and postage return.

*Prices subject to change without notice.*

## SPECIFICATIONS

**Radar Receiver Frequencies:** 10.45 GHz to 10.60 GHz (X Band), 24.05 GHz to 24.25 GHz (K Band), 33.4 GHz to 36.0 GHz (Super Wideband Ka)

**Operating Temperatures:** -4°F to 158°F (-20°C to 70°C)

**Power Supply Requirements:** 13.8 Volts (10.5 volt to 16 volt

range), 250 mA

**Radar Antenna Type:** Patented Diecast Horn with Integrated Transition to Microstrip Mixer

**Maximum Dimensions:** 5.3"(L) X 3.1"(w) X 1.8"(H)

**Weight:** 9.0 ounces

BELTRONICS reserves the right to incorporate design improvements which may not be reflected in the specifications listed in this owner's manual.

## ACCESSORIES

If you require any additional accessories, replacement accessories or any accessory which is not included with your unit, call to order or for more information, Monday to Friday, 9 AM-5 PM EST.

1-800-341-2288 USA

1-800-268-3994 CANADA

DESCRIPTION	MODEL NUMBER	COST USA	COST CANADA
Suction Cup Kit (2)	DA-6	\$ 2.95	\$ 3.95
Straight Power Cord (4')	DA-16	\$ 9.95	\$11.95
Coiled Power Cord (6')	DA-17	\$11.95	\$16.95
Power Cord Fuses (2)	DA-19	\$ 3.95	\$ 5.95
Hook & Loop Fastener	DA-20	\$ 2.95	\$ 3.95
Visor Bracket	DA-48G	\$ 9.95	\$11.95
Windshield Bracket	DA-702G	\$11.95	\$16.95
Protective Travel Case	DA-62	\$13.95	\$19.95
Owner's Manual	936	N/C	N/C

*Shipping & handling extra.*



# **BELTRONICS™**

**Ultimate Performance. Proven Technology.**

## **Head Office**

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**[www.beltronics.com](http://www.beltronics.com)**

This product is subject to one or more of the following patents:

U.S.P. #4,571,593	C.P. #1,187,586
#4,630,054	#1,187,602
#4,961,074	#1,295,714
#4,952,936	#1,295,715
#5,402,087	
#5,446,923	Other Patents Pending

Safety Warning System L.C.-Patents Pending.

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