

AVOID OVERHEATING

Installation Supplement: *Chirp* Transducers



12/01/20

17-573-02-rev.3

D-17-573-02-rev.3

CAUTION: Follow the instructions that came with your transducer. To install a Chirp transducer in a way other than intended by the manufacturer may lead to the transducer overheating, resulting in transducer failure.

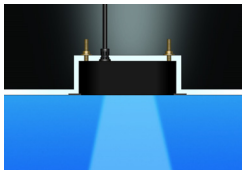
Due to the nature of Chirp technology, Chirp transducers generate more heat than traditional tone-burst transducers operating at the same frequency. Chirp transducers have heat sinks in their construction to dissipate heat. Airmar's Chirp transducers have been designed to be installed in specific ways according to the number and placement of these heat sinks.



Cavity Mount: Keel

Models: CM548, CM549LHW, PM542

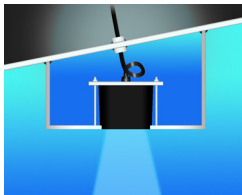
Transducer is installed in a cavity in the keel at a cool location away from the engine compartment. The active face of the transducer is flush with the outside of the hull and in contact with water.



Cavity Mount: Pocket

Models: CM548, CM549LHW, PM542

Transducer is installed in a cavity in the hull at a cool location away from the engine compartment. The active face of the transducer is flush with the outside of the hull and in contact with water.



Welded-tank Mount

Models: CM548, CM549LHW, PM542

Transducer is installed in a water-filled, welded tank outside of the hull. The active face and sides of the transducer are immersed in water.