



**Items to understand when purchasing a RAC unit.
These items are the owner's responsibility when installing the
RAC unit.**

1. It is the owner's responsibility to have the electrical installed in the aircraft by a qualified aircraft mechanic. We can help you with this using our DER's services.
2. It is our understanding that if the main power connector plug is labeled **For Ground Use Only**, the installation of the electrical is considered a "minor alteration". We suggest an Amphenol power connector that has a nut that is tightened to hold the connector together. The cost of the male and female is \$175 for the pair. The part numbers will be provided upon request. We also have a less expensive option made by Anderson Power that is \$30 for the pair.
3. The mechanic should do an electrical load analysis for the aircraft to make sure the alternator can handle up to an additional 40-45 amps at start-up and stay under the 80% load for the alternator.
4. The mechanic may also want to label the Connector Plug **Do Not Use With Pitot Heat, Landing Lights, Strobes, Landing Gear, etc.**
5. We consider the RAC unit to be a "Portable Device" and it should be strapped down as any luggage or other portable device should be strapped down.
6. The RAC unit has to vent the exhaust air somewhere, and normally we suggest venting into the tail of the aircraft and the heat can escape through openings in the tail section. **This exhaust air must be removed from the aircraft for the unit to operate effectively.** The cabin air vents need to be **open** when the RAC unit is running to replace the air the unit is removing from the cabin and to provide sufficient airflow over the condenser and aid the free flow of the exhaust air out the tail section of the aircraft in order to allow the RAC unit to operate effectively.

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