LXNAVIGATION

NAVIA

Navia Indicator Installation manual

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Document information

0.1 Abstract

This document represents the installation manual for the Navia Vario Indicator. The user manual, release notes, dataport and additional info can be found on **www.lxnavigation.com**.

0.2 Document status

Document status: PUBLIC

Document status	Explanation
Internal	Intended only for LX navigation staff
Public	Available publicly to all
Personal	Intended for a specific person and/or company, noted on this page
Dealer	Intended for a specific dealer, noted on this page
Manufacturer	Intended for a specific manufacturer, noted on this page

0.3 List of applicable products

Device	Part number	HW Version
Navia Vario Indicator 57	LX02000580	1.0
Navia Vario Indicator 80	LX02000590	1.0

0.4 Revision history

Document name	Document revision	Date	Revised by	Approved by	Notes
N_IIM	R1	20.03.2026	N.S.	N.S.	initial release

Overview

The Navia Indicator is an advanced, high-visibility auxiliary display designed specifically for the Navia avionics ecosystem. Designed and manufactured by LX navigation, it serves as a dedicated readout for critical flight parameters.
In a typical glider setup, the Navia Indicator is primarily used to display Variometer (Vario) information, ensuring that the most vital thermal and climb data remains persistently visible to the pilot, even while the main Navia Display is being used for navigation or task management.

To accommodate various aircraft panels and pilot preferences, the Navia Indicator is available in two industry-standard form factors:

- **Navia Vario Indicator 57** (57 mm) - *Part Number: LX02000580*
- **Navia Vario Indicator 80** (80 mm) - *Part Number: LX02000590*

Connectivity and Power
The Navia Indicator offers flexible connection options. It is equipped with an external Wi-Fi antenna and can be connected wirelessly to the Navia Core Pro to receive real-time data streams. However, we **highly recommend connecting it via a wired serial (RS232) connection** through the Navia Display or the Navia Grip Adapter. A wired connection not only guarantees the lowest possible latency for Vario needle responsiveness but also reliably provides direct 12V power to the unit.

Compatible Devices

The Navia Indicator is designed to seamlessly integrate with the Navia avionics suite.

Product Name	Part Number	Connection	Description
Navia Display 12	LX02000540	9-pin D-Sub / RS232	Provides serial data output and power directly to the indicator.
Navia Display 7	LX02000530	9-pin D-Sub / RS232	Provides serial data output and power directly to the indicator.
Navia Display 4	LX02000550	9-pin D-Sub / RS232	Provides serial data output and power directly to the indicator.
Navia Grip	LX02000560	10-pin Terminal Block	Allows parallel wiring of the Indicator and the Navia Grip.
Navia Core Pro	LX02000490	Wireless (Wi-Fi)	Central server transmitting sensor and variometer data.

Inventory of Materials

Before beginning installation, please verify your materials against the lists below. Doing so ensures you have received all ordered parts from LX navigation in good condition. We advise keeping the original packaging for future storage or transport.

3.1 In the Box

- 1x Navia Vario Indicator (57 mm or 80 mm)
- 1x External Wi-Fi Antenna (SMA connector)
- 3x M4 Mounting screws (for standard panel cutouts)
- 1x Device Registration Card (with QR code and portal link)

3.2 Additional Required Equipment (Not Included)

Depending on your wiring strategy, you will need specific connectors and wiring materials to complete the installation. **Note:** Both types of complete, pre-assembled cables can be purchased directly from LX navigation to simplify your installation.

Option A: Direct Connection to Navia Display

- **Indicator Side:** Navia Indicator J700 connector set
- **Display Side:** Navia Display J500 connector set
- **Wiring:** AWG 22 Signal/Power wire (M22759/16-22-9)

Option B: Parallel Connection via Navia Grip Adapter

- **Indicator Side:** Navia Indicator J700 connector set
- **Adapter Side:** 4x AWG 22 Wire Ferrules (BM005005) for connecting to the 10-pin terminal block
- **Wiring:** AWG 22 Signal/Power wire (M22759/16-22-9)

Required Tools and Materials

To simplify ordering and assembly, LX navigation has created a comprehensive list of part numbers. You can purchase individual components like back shells, pins, and housings, or you can order complete **Connector Sets** that include everything needed for a specific device.

4.1 Materials (Individual Components)

The list below details the individual components required for the installation, including the LX navigation part number alongside the manufacturer's original description.

- 1x **LX04000300** – Receptacle for Female Contacts Housing D-Sub Connector 9 Position (164X11769X)
- 1x **LX04000290** – 9 Position Two Piece Backshell Connector 90°, 180° Shielded (16-001810)
- 9x **LX04000240** – D-Sub Contact Female Socket Gold 20-24 AWG Crimp Machined (M39029/63-368)
- 4x Wire Ferrules AWG 22 (BM005005)
- Signal/power wire AWG 22 (M22759/16-22-9)

4.2 Available Connector Sets (Kits)

For your convenience, complete connector sets are available. Each set contains the exact quantities of housings, backshells, and pins required for the respective hardware interface.

Navia Indicator J700 connector set (LX02000960)

LX Part Number	Qty	Description
LX04000300	1	Receptacle for Female Contacts Housing D-Sub Connector 9 Position (164X11769X)
LX04000290	1	9 Position Two Piece Backshell Connector 90°, 180° Shielded (16-001810)
LX04000240	9	D-Sub Contact Female Socket Gold 20-24 AWG Crimp Machined (M39029/63-368)

4.3 Tools

- PH2 Screwdriver (for standard M4 panel screws)
- PZ1 Screwdriver (for connector housing assembly)
- Flat Head Screwdriver (for rotary encoder)
- Small flathead screwdriver (if wiring to the Navia Grip terminal block)
- Wire stripper and pin crimping tool (for preparing RS232 and power lines)
- Pin insertion/extraction tool (appropriate for the specific D-Sub pins, e.g., M81969/1-02)

Mechanical Mounting

The Navia Indicator is deliberately designed to fit into standard legacy aviation instrument cutouts, making panel upgrades and retrofits incredibly straightforward without the need to cut new holes.

5.1 Standard Panel Cutouts

Depending on the model you purchased, the device requires either a standard 57 mm (2.25 inch) or 80 mm (3.125 inch) circular cutout.

- **Navia Vario Indicator 57:** Requires a standard 57 mm cutout.
- **Navia Vario Indicator 80:** Requires a standard 80 mm cutout.

Both models utilize a standard 4-hole aviation mounting pattern around the central cutout. However, because one corner is occupied by the integrated rotary encoder, the unit is secured by inserting the **three** provided M4 screws from the front of the panel into the threaded inserts on the device bezel.

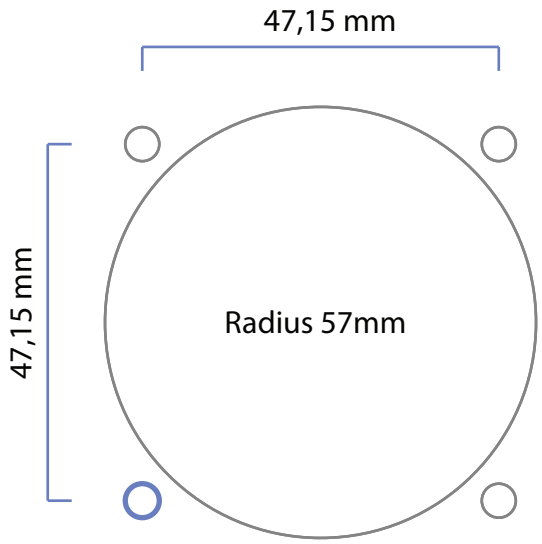

Figure 1. Standard 57 mm panel cutout

x

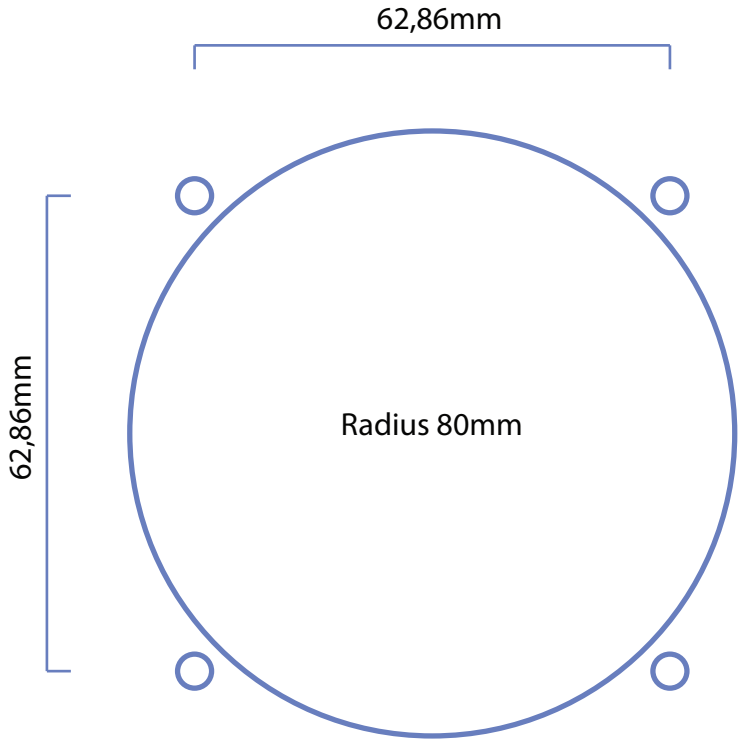

Figure 2. Standard 80 mm panel cutout

5.2 Rotary Encoder Knob Removal and Installation

To properly mount the device to your instrument panel, you must temporarily remove the rotary encoder knob. Please follow these steps carefully:

1. **Remove the Endcap:** Carefully pry open the plastic endcap on the face of the rotary knob using your fingernail or a delicate prying tool.
2. **Untie the Knob:** Inside the knob, you will find a securing screw. Hold the outer perimeter of the knob **firmly by hand** and use a flathead screwdriver to untie (loosen) the screw. Once loose, pull the knob straight off the axle.
3. **Mount the Indicator:** Insert the device from behind the panel and secure it using the 3 M4 screws. Ensure the rotary encoder axle is perfectly centered in its cutout hole and is **not touching the instrument panel at any point** during rotation.
4. **Reinstall the Knob:** To tie and reverse the process, slide the knob back onto the axle. Hold the knob firmly by hand and tighten the internal screw.
5. **Clearance and Haptic Check:** Before replacing the endcap, ensure there is a sufficient gap between the back of the knob and the instrument panel to allow the push function to work. Try pressing the knob inward—you should feel a distinct mechanical push-button haptic feedback. If the knob rubs against the panel or cannot be pressed, it is seated too deep; loosen the internal screw, pull the knob out slightly, and retighten.

WARNING

Proper Tool Usage for the Knob:

When holding the rotary knob to tighten or untie the internal screw, **never** use pliers, grips, or any other mechanical tools on the outside of the knob, as this will permanently scratch and damage the material. A firm hand grip is completely sufficient. Furthermore, there is no need to over-tighten the internal screw.

5.3 Mounting Considerations

- **Visibility:** Mount the indicator high on the instrument panel or near the pilot's direct line of sight. Because variometer data requires constant monitoring in gliders, optimal placement reduces heads-down time.
- **Clearance:** Ensure there is sufficient clearance behind the instrument panel to accommodate the unit's depth, the 9-pin D-Sub connector, and the external Wi-Fi antenna.
- **Wi-Fi Antenna Placement:** The included Wi-Fi antenna must be screwed onto the rear SMA connector. If installing in a carbon fiber panel, ensure the antenna is routed or positioned so that the wireless signal is not completely shielded by the carbon structure.

WARNING

Mounting Screw Depth:

Tighten the M4 screws firmly by hand, but do not use excessive torque. Over-tightening can strip the threaded inserts or warp the indicator's front bezel.

Wiring and Electrical Connections

The back side of the Navia Indicator features a **9-pin male Sub-D connector (marked as J700) with a quick-release mechanism** and an SMA port for the Wi-Fi antenna.

6.1 Wire Preparation and Crimping

Depending on your wiring strategy, you will need to prepare and crimp the appropriate connectors to your AWG 22 wires.

Wire Stripping

Carefully strip approximately 3 to 4 mm of insulation from the end of the wire. Ensure that you use a properly sized wire stripper so that no underlying copper strands are nicked, cut, or broken during the process. Damaged strands significantly reduce the current-carrying capacity and mechanical strength of the wire.

Crimping D-Sub Pins

It is mandatory that all D-Sub pins are **crimped and not soldered**. Soldering creates a rigid point on the wire that is highly susceptible to breakage from aircraft vibration. After crimping, inspect the connection to verify a good crimp: the bare copper strands should be visible in the pin's inspection hole, and the wire insulation must not be caught inside the wire crimp barrel. Perform a gentle "pull test" to ensure the wire is securely held. Once verified, simply push the pin into the corresponding hole in the connector housing until you feel it lock into place.

Pin Insertion and Extraction

It is crucial to use the correct dedicated tool for inserting and extracting pins to avoid damaging the delicate locking tabs inside the connector housing.

- **Insertion/Extraction Tool:** Use the appropriate tool (e.g., M81969/1-02 or similar) for the specific standard-sized pins you are utilizing.

How to Insert a Pin:

1. Place the crimped wire into the groove of the colored insertion tip so the tip rests against the shoulder of the crimped pin.
2. Carefully align the pin with the rear of the desired cavity on the connector housing.
3. Push straight in until you feel and hear a positive "click," indicating the internal retaining clip has locked the pin in place.
4. Pull the tool straight back to remove it, and perform a gentle pull-test on the wire to verify it is securely locked.

How to Extract a Pin:

1. Slide the white extraction tip of the tool over the wire of the pin you wish to remove.

2. Push the white tip straight into the rear of the connector housing cavity. Apply firm, steady forward pressure until the tool bottoms out; this action safely expands the internal metal locking tabs.
3. While keeping the tool fully seated, pinch the wire against the tool and pull both the tool and the wire out together simultaneously. *Warning: Never forcefully yank the wire without the extraction tool properly seated, as this will permanently destroy the connector's internal locking mechanism.*

Ferrule Crimping (For Navia Grip Adapter)
If you are connecting the indicator to the Navia Grip Adapter's terminal block, we highly recommend crimping the provided wire ferrules (BM005005) to the bare wire ends on the adapter side. Ferrules keep the fine copper strands tightly bound, preventing short circuits and ensuring a robust, vibration-resistant connection within the terminal block.

6.2 J700 Pinout (Indicator Rear Panel)

The following table describes the pinout located on the back of the Navia Indicator (J700).

Pin	Signal Name	Description
1	12V	Power supply input
2	RS232_RX	Data receive (Data from Navia Core/Display)
3	NC	Not Connected
4	CAN_H	**Do not connect** (Reserved for factory use)
5	GND	System Ground
6	RS232_TX	Data transmit
7	NC	Not Connected
8	NC	Not Connected
9	CAN_L	**Do not connect** (Reserved for factory use)

WARNING
CAN Bus Warning:
Pins 4 and 9 are strictly reserved for legacy CAN bus factory debugging. **Do not** connect these pins to any existing CAN bus networks or avionics wiring. Doing so may cause system malfunctions.

6.3 Connection Method 1: Via Navia Grip Adapter (Recommended)

If your aircraft is equipped with a Navia Grip, the most efficient way to wire the Navia Indicator is in parallel using the **Navia Grip Adapter's 10-pin terminal block**. This adapter is located on the back of the Navia Display.
From the 9-pin connector (J700) on the back of the Navia Indicator, run 4 wires (12V, GND, RX, and TX) to the first half of the terminal block (designated internally as J3). *Note: While current functionality primarily relies on receiving data, we strictly require wiring both RX and TX lines to future-proof the installation for upcoming bidirectional communication features.*

Navia Indicator (J700 9-pin D-Sub)	Navia Grip Adapter (Terminal Block J3)
Pin 1 (12V)	Terminal 5 (12V)
Pin 5 (GND)	Terminal 2 (GND)
Pin 2 (RS232_RX)	Terminal 3 (RS232_TX2)
Pin 6 (RS232_TX)	Terminal 4 (RS232_RX2)

6.4 Connection Method 2: Direct to Navia Display

If no Navia Grip Adapter is present, you can wire the Navia Indicator directly to the 9-pin expansion port on the back of the Navia Display. Ensure that the RS232 RX pin on the indicator connects to the RS232 TX pin on the display, and vice versa. This full RS232 crossover connection guarantees support for future bidirectional communication.

6.5 Connection Method 3: Wireless (Wi-Fi)

The device can be powered from the standard 12V avionics bus and set to receive its data wirelessly.

1. Connect Pin 1 (12V) and Pin 5 (GND) on J700 to your aircraft's power supply.
2. Screw the included Wi-Fi antenna onto the rear SMA port.
3. Configure the indicator via its internal menu to connect to the Navia Core Pro's Wi-Fi network (*"Navia Core xxxxx"*).

Software Configuration and Updates

Configuration
Once the Navia Indicator is physically installed and powered, it must be configured to display the correct data. This is handled dynamically by the Navia Core Pro. Navigate to **Airplane Settings > Devices** on your primary Navia Display to locate the connected Navia Indicator and configure its data parameters (e.g., assigning it specifically as the Vario readout).

Software Updates
The Navia Indicator is an intelligent device equipped with its own internal firmware. **No manual updates are required** by the user. Whenever the Navia Core Pro receives a system-wide software update (via Wi-Fi or cellular connection), it will automatically push any necessary firmware updates to the Navia Indicator through the serial or wireless connection. Ensure the system power remains uninterrupted during updates.

Post-Installation Checkout

NOTE
After finishing the installation, check that the device is fully operational before your first flight.

1. **Power On:** Turn on the Navia Core Pro and the main Avionics switch. Verify that the Navia Indicator powers up.
2. **Data Reception:** Check that the display is actively receiving data. If configured as a variometer, gently apply simulated pressure to the Navia Sense TE probe (or use the built-in system test function) to verify the needle responds smoothly and accurately.
3. **Wi-Fi Verification (If applicable):** If using the wireless connection method, verify that the indicator shows a stable connection to the Navia Core network.

NOTE
If you run into any issues, contact us at info@lxnavigation.com for assistance.

Weight and Balance Data

After installing the Navia Indicator, it is a regulatory requirement that the aircraft's Weight and Balance records be updated to reflect the new equipment list.
To assist your mechanic or installer, LX navigation provides a dedicated **Equipment Datasheet** that contains the exact mass and center-of-gravity (CG) moment/arm data for all devices in the

Navia system. Ensure the new empty weight and CG are physically calculated and logged in the aircraft's official records before flight.

Technical specification

Description	Unit	Navia Indicator 57	Navia Indicator 80
Dimensions	[mm]	272.9x164.6x29.6	113x168.5x29.6
Power supply	[V DC]	12	12
Nominal Voltage	[V DC]	12	12
Average Power Consumption	[W]		
Maximum brightness:	[nits]	1000	800
Resolution:	[px]	240 x 320	240 x 320
Mass	[g]	172	190
Ground Survival Temperature	[°C]		-55 – +85
Operating Temperature	[°C]		-20 – +55
Relative Humidity	[%]		0 – 98
Max. Operational Altitude	[ft]		45 000
Operational Shock			10 g
Crash Safety Shock			20 g
Vibration			DO-160D U F/F1

Environmental data

Description	Section	Category	Conditions
Temperature / Altitude	4.0	D1	
Low Ground Survival Temperature	4.5.1	D1	-55℃
Low Operating Temperature	4.5.1	D1	-40℃
High Ground Survival Temperature	4.5.2	D1	+85℃
High Short Time Operating Temperature	4.5.2	D1	+70℃
High Operating Temperature	4.5.3	D1	+55℃
In Flight Loss of Cooling	4.5.4	Z	No auxiliary cooling required
Altitude	4.6.1	D1	45,000 ft
Temperature Variation	5.0	B	
Humidity	6.0	A	
Shock	7.0	B	
Vibration	8.0	U/U2	Vibration curve F/F1 (robust vibration, helicopter)
Explosion Proofness	9.0	X	not tested
Water Proofness	10.0	X	not tested
Fluids Susceptibilities	11.0	X	not tested
Sand and Dust	12.0	X	not tested
Fungus Resistance	13.0	X	not tested
Salt Spray	14.0	X	not tested
Magnetic Effect	15.0	Z	less than 0.3m
Power Input (DC)	16.0	B	
Voltage Spike Conducted	17.0	B	
Audio Frequency Conducted Susceptibility	18.0	B	
Induced Signal Susceptibility	19.0	X	not tested
Radio Frequency Susceptibility	20.0	T	Radiated Susceptibility T
Conducted Susceptibility Emission of RF	21.0	M	Except intended operating frequencies (868/915 MHz 6 and 2.4/5 GHz)
Lightning Induced Transient Susceptibility	22.0	A2XXX	
Lightning Direct Effects	23.0	X	not tested
Icing	24.0	X	not tested
Electrostatic Discharge (ESD)	25.0	A	
Fire, Flammability	26.0	X	enclosure made of aluminum (Al) sheet

Environmental tests are performed in accordance with RTCA DO-160.

Declaration of Conformity

Identification of product
Product Name: Navia vario indicator 57, Navia vario indicator 80
Part Number(s): LX02000580, LX02000590

Manufacturer
LX navigation d.o.o., Tkalska ulica 10, SI-3000 Celje, Slovenia

Related Directives
LX navigation d.o.o. declares under our sole responsibility that the product complies with the essential requirements of the following European Directives and therefore bears the **CE marking**:

- **2014/53/EU** Radio Equipment Directive (RED)
- **2015/863/EU** Restriction of Hazardous Substances (RoHS 3)

Harmonized Standards Applied
The following harmonized standards have been applied to demonstrate conformity:

- **Health & Safety (Article 3.1a):** EN 62368-1:2014+A11:2017 (Product Safety), EN 62311:2008 (RF Exposure)
- **Electromagnetic Compatibility / EMC (Article 3.1b):** EN 301 489-1 V2.2.3, EN 301 489-3 V2.1.1, EN 301 489-17 V3.2.4, EN 301 489-19 V2.1.1
- **Radio Spectrum Efficiency (Article 3.2):** EN 300 328 V2.2.2, EN 301 413 V1.1.1, EN 300 220-1 V3.1.1, EN 300 220-2 V3.1.1
- **Additional Compliance:** EN 63000:2018 (RoHS)

Aviation Environmental Testing
While this device does not hold a formal aviation certification (such as an ETSO/TSO), it has been rigorously tested to meet the demanding environmental conditions for airborne equipment outlined in **RTCA DO-160**.

Signed for and on behalf of LX navigation d.o.o.
Name / Title: Nik Šalej, CEO
Date: March 20, 2026
Location: Celje, Slovenia

Disclaimer and Legal Notice

Accuracy of Information

While every effort has been made to ensure that the information contained in this manual is accurate and complete, LX navigation d.o.o. assumes no responsibility or liability for any errors, omissions, or inaccuracies. The information in this document is provided "as is" and is subject to change without prior notice. LX navigation reserves the right to continually improve its products, software, and documentation without obligation to notify any person or organization of such revisions or changes.

Operational Responsibility

The Navia avionics system is designed to provide supplementary flight data and enhanced situational awareness. It is **not** a certified primary flight instrument and must not be used as the sole means of navigation, collision avoidance, or instrument flight (IMC/IFR). The pilot in command is solely responsible for the safe operation of the aircraft, adherence to all applicable aviation regulations, and the proactive separation from other aircraft, terrain, and obstacles.

Limited Warranty

Two-Year Hardware Warranty
LX navigation warrants this hardware product to be free from defects in materials and workmanship under normal aviation use for a period of **two (2) years** from the date of original retail purchase.
During this warranty period, if a defect arises, LX navigation will, at its sole discretion and to the extent permitted by law, either:

1. Repair the product at no charge using new or refurbished replacement parts.
2. Exchange the product with a new or refurbished product that is functionally equivalent to the original.

Warranty Exclusions
This Limited Warranty does not apply to any software (including the operating system and internal firmware), databases, or any third-party equipment. Furthermore, this warranty does not cover damage caused by:

- Misuse, abuse, accidents, or neglect (including physical impact or water damage).
- Unauthorized modifications, alterations, or repairs performed by anyone other than LX navigation or an officially certified service partner.
- Opening the device enclosure or breaking the factory security seals.
- Improper installation, wiring, or application of incorrect voltage.
- Environmental damage extending beyond the certified limits of the device, including concentrated solar heat damage ("sunburns") on LCD screens.

To obtain warranty service, the customer must contact LX navigation support. Shipping costs to the LX navigation repair facility are the responsibility of the customer.

End User License Agreement (EULA)

By purchasing, installing, or using any Navia device, or by downloading, accessing, or using any LX navigation software, firmware, license key, or data, you agree to the following terms and conditions. If you do not agree with these terms, do not install or use the device, software, or data.

15.1 License and Limitation of Use

1.1. License. Subject to the terms of this Agreement, LX navigation hereby grants you a non-exclusive, non-transferable right to use the software, firmware, license keys, and data embedded in binary executable form solely for your own personal or internal flight operations. You acknowledge that all software, algorithms, and related data are proprietary intellectual property of LX navigation and its suppliers.

1.2. Limitation. Software, firmware, and license keys may only be used as embedded in devices manufactured by LX navigation. No other licenses are granted by implication or otherwise. You may not reverse engineer, decompile, disassemble, or manipulate the software or hardware in any way.

15.2 Terms of Use in Aviation

2.1. Installation. The device must be installed according to the official LX navigation Installation Instructions and must comply with the applicable national aviation regulations (e.g., EASA Standard Change or Minor Change). Installation must be verified by certified maintenance staff where required by law.

2.2. Safety Limitations. The Navia system cannot warn or provide data in all situations. Sensors may be degraded by GPS outages, poor antenna placement, or environmental factors. The system does not issue resolution advisories. It is the sole responsibility of the pilot in command to decide upon the use of the system and to maintain safe flight conduct.

2.3. Mandatory Updates. System firmware and applicable databases (e.g., Obstacles, Airspace) must be updated regularly. LX navigation reserves the right to render outdated firmware versions inoperable to ensure network compatibility and system safety.

15.3 Data Privacy and Telemetry

3.1. Data Collection. Navia devices may collect, store, and transmit flight data, including aircraft identification, GPS position, altitude, and system diagnostics. LX navigation may use this data for system improvement, troubleshooting, and Search and Rescue (SAR) purposes.

3.2. Data Sharing. LX navigation is not responsible for any third-party device, software, application, or network that receives, intercepts, stores, or broadcasts data transmitted by your Navia device.

15.4 Limitation of Liability

4.1. "As Is" Provision. While the hardware is covered by a 2-year warranty, all software, firmware, databases, and digital services are provided on an "as is" and "as available" basis without any implied warranties of merchantability or fitness for a particular purpose.

4.2. Total Liability Cap. In no event shall LX navigation, its directors, employees, or suppliers be liable to you or any third party for any direct, indirect, incidental, consequential, special, or punitive damages. This includes, without limitation, damages for loss of life, personal injury, loss of the aircraft, loss of business profits, or loss of data, whether under a theory of contract, warranty, or tort (including negligence).

4.3. Maximum Compensation. In no event will LX navigation's total aggregate liability to you for any and all claims arising out of the use of the system exceed the amount actually paid by you for the specific device giving rise to the claim.

15.5 Indemnification

You agree to indemnify and hold LX navigation harmless from and against any and all claims, actions, liabilities, losses, damages, costs, and expenses (including reasonable attorneys' fees) arising out of your improper installation, misuse of the device, or violation of any aviation regulations.

15.6 Governing Law and General Terms

6.1. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the Republic of Slovenia, without regard to its conflict of law principles.

6.2. Severability. If any provision of this Agreement is found to be void or unenforceable, that provision shall be severed, and the remaining provisions will continue in full force and effect.

6.3. Amendments. LX navigation reserves the right to amend this Agreement at its sole discretion by publishing updated documentation. Continued use of the device and software constitutes acceptance of the amended terms.

Contact

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