

Pressure Transducer Data Sheet

PT-30GA, PT-100GA, PT-300GA, PT-3000S

Important Safety Information - Must Read

The Pressure Transducer must be installed per an FAA-approved Installation Instruction Manual.

Absolutely under no circumstances should the Pressure Transducer be mounted directly to the engine or to an engine baffle. Installing the pressure transducer directly to the engine or to an engine baffle can cause the mounting fittings to break and/or it can cause the transducer to fail. If the fittings break, you will lose fuel pressure and your engine will stop.

Your Warranty will be void if the transducer is not installed properly! The transducer must be mounted to the firewall or airframe and coupled to the engine by a suitable FAA-approved flexible hose. See the Installation Manual for details.

Note: Do Not spray the Pressure Transducer with solvents or other chemicals.

The transducer is vented to atmosphere, as it must be, to operate properly. Solvents may work their way into the transducer over time and cause the unit to fail.

Note: Do Not tighten the Transducer using the body. Use only the wrench flats. The maximum allowable torque for tightening the fittings is 12 ft-lbs. Do not overtighten as excess torque can cause damage to the Transducer.

Note: Do Not Poke or Touch the Diaphragm in the Transducer.

Do Not exceed pressures over the amounts listed below.
These PSI amounts will damage the Pressure Transducer.

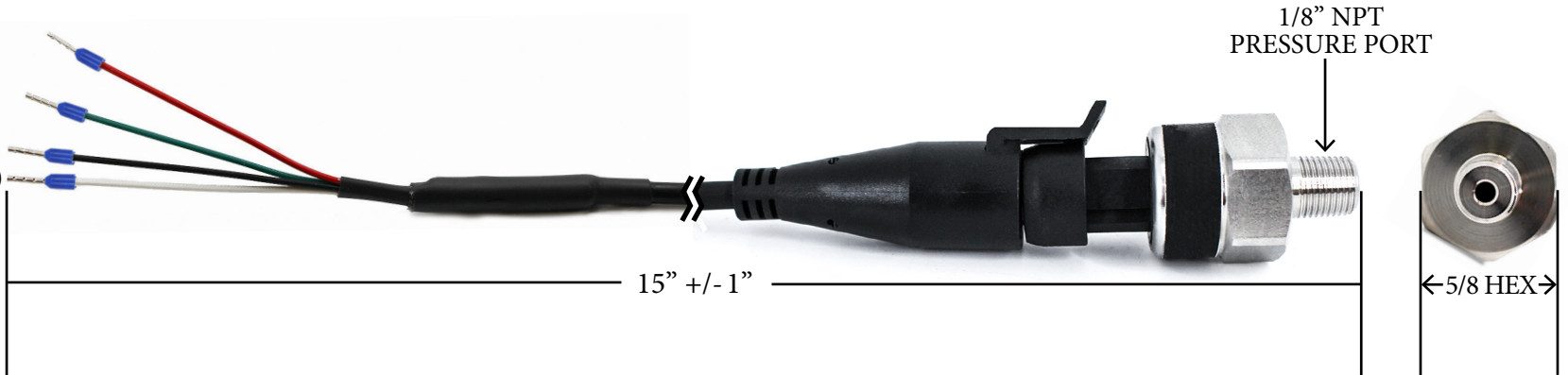
PT-30GA (200 PSI)
PT-100GA (600 PSI)
PT-300GA (600 PSI)
PT-3000S (6,000 PSI)



Note: Do not release the aircraft for normal operation until three leak tests have been performed: First Test (Engine Off) - Pressurize the aircraft system by whatever means available (turning on the boost pump, spinning the motor with one spark plug removed in each cylinder, etc.). Check all fittings, hoses and the transducer for leaks. Second Test (Engine On) - Start the engine. Ground run the engine long enough to achieve minimum normal operating pressures. Shut down the engine and check all fittings, hoses and the transducer for leaks as soon as possible. Third (Flight Test) - Prepare the aircraft for flight. Fly the aircraft around the pattern one time. Land and check all fittings, hoses and the transducer for leaks as soon as possible.

Model	Max Operating Pressure	Proof Pressure	Burst Pressure	dV (between GRN & WHT) @ Max Operating PSI
PT-05DIFF	5 PSI	10 PSI	15 PSI	50 mV
PT-30GA	100 PSI	200 PSI	300 PSI	166.6 mV
PT-100GA	300 PSI	600 PSI	900 PSI	150 mV
PT-100GA-T	300 PSI	600 PSI	900 PSI	150 mV
PT-300GA	300 PSI	600 PSI	900 PSI	50 mV
PT-3000S	3,000 PSI	6,000 PSI	9,000 PSI	50 mV

+ SUPPLY (RED)
+ OUTPUT (GRN)
- SUPPLY (BLK)
- OUTPUT (WHT)



TRANSDUCER SPECIFICATIONS:

1. Accuracy: $\leq \pm 1\%$ of FS
2. Zero offset: $\leq \pm 1\%$ of FS
3. Operating temperature range: -40 to +85°C
4. Temperature effect on zero: Typical: 0.02% of FS/°C, Maximum: 0.05% of FS/°C
5. Temperature drift on sensitivity: Typical: 0.02% of FS/°C, Maximum: 0.05% of FS/°C
6. Long term stability $\leq \pm 0.2\%$ of FS/year
7. Pressure cycles: 100 Million full pressure cycles
8. Supply voltage: 5 to 30 VDC
9. Protection class: IP65
10. Pressure port material: 304 Stainless Steel
11. Sensor type: Gauge pressure

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Date: 09/30/2010	Image by: GK	Approved By: MS
Scale: None		Rev: D 12/27/2023
Tolerance: As Shown		P/N:
Material: As Listed		D/N:
Next Assembly:		07170301
Title: PT-XXX Pressure Transducer		