



## Configuration Worksheet



Electronics International Inc. will configure the TR-1-CP to the range limits provided by the pilot/owner and/or mechanic. The data provided must match the aircraft's POH/AFM and all changes required by AD's, Supplements and/or STC's. Also, limits may be crosschecked against the instrument previously mounted in the aircraft panel. If any of the information provided on this form is incorrect and requires a reconfiguration, there will be an additional fee.

<b>Standard:</b> <input type="checkbox"/>			<b>Premium:</b> <input type="checkbox"/>		
<b>Function Name:</b>			<input type="text"/>		
<b>Limits</b>			<b>UNITS:</b>		
<i>RANGE</i>		<i>COLOR</i>		<i>EXAMPLE</i>	
				0 - 12.5, kFT, Green	
				12.5+, kFT, Yellow	

**Select only one:**

**Aircraft's EXISTING Cabin Pressure Transducer will be used.**

**Signal Levels**

Signal Level \_\_\_\_\_ for \_\_\_\_\_ (min) Pressure reading. (Example: 0.5V for 10 InHg)

Signal Level \_\_\_\_\_ for \_\_\_\_\_ (max) Pressure reading. (Example: 4.5V for 30 InHg)

**Excitation**

Does the Cabin Pressure transducer require an excitation voltage (power source) from the Cabin Pressure gauge?

No     Yes, Voltage Level \_\_\_\_\_ (Example: 5V or 10v. We can provide either voltage.)

**Electronics International's PT-30ABS Pressure Transducer will be used. (\$228)**

**Add FCD-TR1 Bluetooth Field Calibration Device (Add \$595)**

Save time and money with the FCD-TR1 Device designed to allow wireless calibration of our TR-1 instruments as well as wireless data retrieval. Calibrate your instrument or fleet of instruments with one FCD-TR1 device.

**Add A-104 Adapter Plate** E.I. 2" instruments fit perfectly into our 2-1/4" Adapter **(Add \$125)**

\*\*\*\* Check that all range and configuration information is complete and accurate \*\*\*\*

**FAILURE TO SIGN THIS DOCUMENT WILL RESULT IN AN INCOMPLETE FORM, AND WILL DELAY YOUR TR-1-CP ORDER.**

I (the undersigned) have provided and verified all the limits and aircraft configurations listed on this worksheet to be correct and taken from the information in the aircraft's POH/AFM which includes all changes mandated by AD's, Supplements and STC's. I understand there is important safety information in the Instrument Installation and Operating Instructions that must be read before installing the TR-1-CP and flying the aircraft.

OWNER/PILOT'S PRINTED NAME

OWNER/PILOT'S SIGNATURE

DATE

Hand signature or Encrypted Digital signature required.