

Hydraulic Pressure TR-1-HYD Configuration Worksheet



Electronics International Inc. will configure the TR-1-HYP 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.

Standard: <input type="checkbox"/> Premium: <input type="checkbox"/>		
Function Name: <input type="text"/>		
Limits UNITS: <input type="text"/>		
Range	COLOR	EXAMPLE
		0 - 1200, Green

Select only one:

Aircraft's EXISTING Hydraulic Pressure Transducer will be used.

Signal Levels

Signal Level _____ for _____ (min) Pressure reading. (Example: 0.5V for 0 PSI)

Signal Level _____ for _____ (max) Pressure reading. (Example: 4.5V for 2000 PSI)

Excitation

Does the HP transducer require an excitation voltage (power source) from the HP instrument?

No Yes, Voltage Level _____ (Example: 5V or 10v, we can provide either voltage)

Electronics International's PT-3000S Pressure Transducer will be used, 3000 psi Max. (add \$348)

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-HYP 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-HYP and flying the aircraft.

OWNER/PILOT'S PRINTED NAME

OWNER/PILOT'S SIGNATURE

DATE

Hand signature or Encrypted Digital signature required.