ELECTRONICS INTERNATIONAL INC.

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IM0507181

TR-1-NP
Configuration Worksheet

Electronics International Inc. will configure the TR-1-NP to the range limits based on the data provided by the pilot/owner and/or mechanic. The data must match your aicraft'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 wrong, there will be a fee to change the configuration.

Function Name: ☐ *NP* ☐ *N2* ☐ *OTHER*		
Limits *UNITS* ☐ *RPM* ☐ *%*		
Range	*Color*	*Example*
		1700 RPM, Red
		1180-1400 RPM, Yellow
		900-1180 RPM, Green
		400-900 RPM, Yellow
		0-400 RPM, Green

On most engines the NP signal comes from a Tach Generator; however, on some engines it comes from a Transmitter (usually counting gear teeth). If the signal is from a Tach Generator, we need to know the RPM of the Tach Generator for a given prop RPM (or for a 100% NP reading). If the signal is from a Transmitter, we need to know the frequency of the signal for a given prop RPM (or for a 100% Np reading).

Select your application and provide the data below:

☐ Garrett/Honeywell TPE331 (***NP is geared off of NG; therefore, NP is not measured***)

☐ Pratt PT6, Walter/GE 601, GE H80, Allison/Rolls-Royce 250, GE J85, Engine for the L39 and others with similar tach generators.

Tach Generator (RPM): _____ for a _____ Prop RPM or 100% reading

Example: 4200 Tach Gen RPM for 2080 Prop RPM reading.

RPM ☐ % ☐ (select one)

☐ Lycoming/Honeywell LTS101, Williams FJ33 and others with similar signals.

Transmitter Output (Hz):_____ for a_____ RPM Prop (or 100%) reading

Example: 4200 Hz for a 2200 RPM Prop (or 100%) Reading.

RPM ☐ % ☐ (select one)

**** 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-NP 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 Installation and Operating Instructions that must be read before installing the TR-1-NP and flying the aircraft.

OWNER/PILOT'S PRINTED NAME _____ OWNER/PILOT'S SIGNATURE _____ DATE _____

Hand signature or Encrypted Digital signature required.