



# Oil Pressure TR-1-OP Configuration Worksheet



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

Function Name:		
Limits	UNITS	
Range	Color	Example
		25, Red
		25-100, Green
		100, Red

**Select only one:**

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

**Signal Levels**

Signal Level Range for the Fuel Pressure Transducer: \_\_\_\_\_ (Example: 0.5 to 4.5V)

Signal Level \_\_\_\_\_ for \_\_\_\_\_ Pressure reading. (Example: 4.5V for 100%)

**Excitation**

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

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

**Electronics International's PT-100GA Pressure Transducer(s) will be used. (add \$195.00)**

**Other Transducer - please provide info.**

\*\*\*\* 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-OP 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-OP and flying the aircraft.

\_\_\_\_\_  
OWNER/PILOT'S PRINTED NAME

\_\_\_\_\_  
OWNER/PILOT'S SIGNATURE

\_\_\_\_\_  
DATE

**Hand signature or Encrypted Digital signature required.**