

Figure 1. Display Pages - Standard EIS

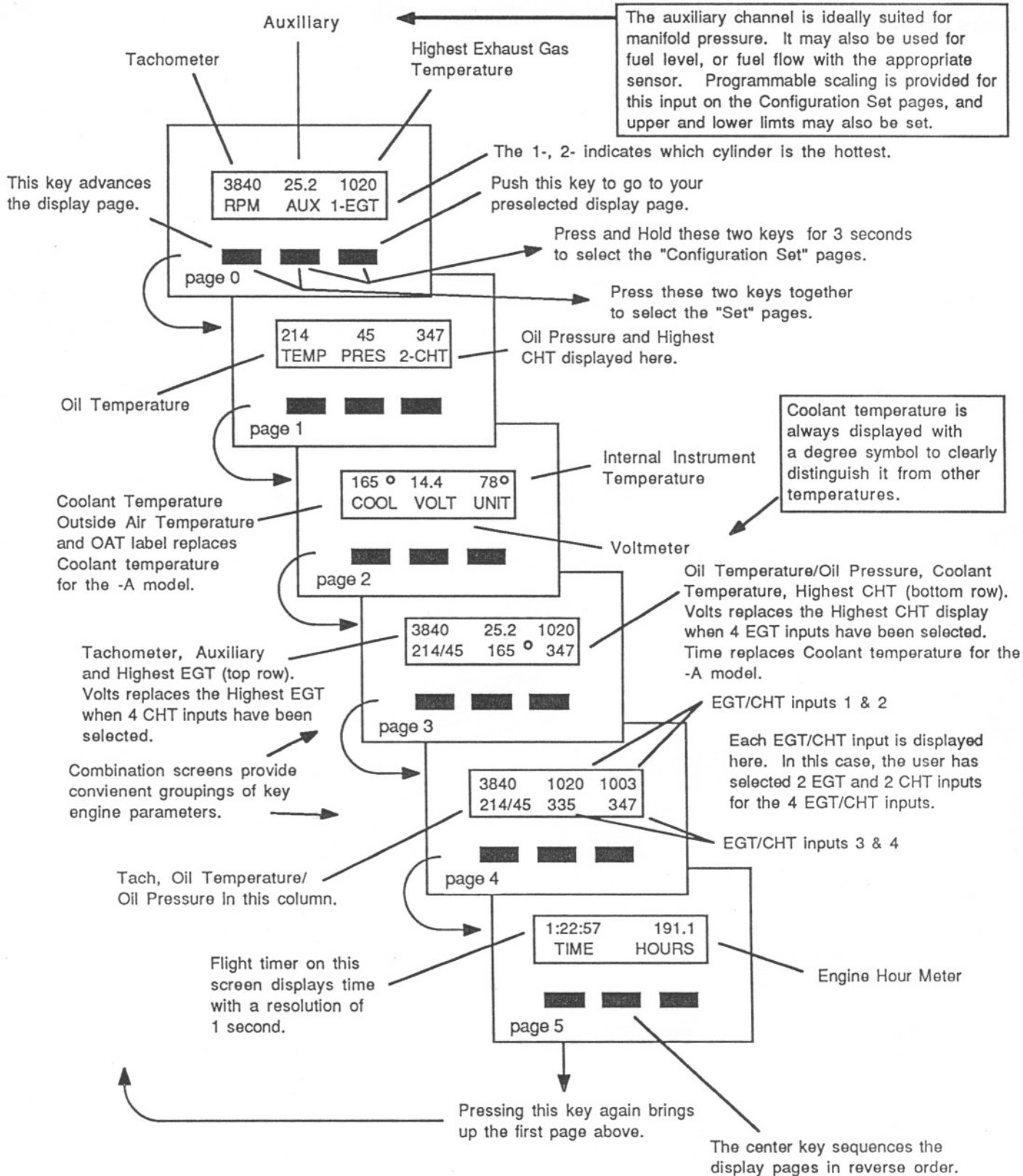
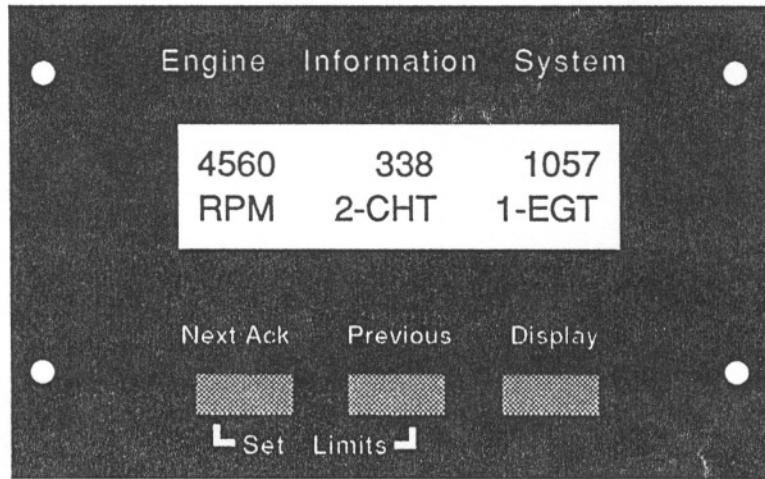


Fig 1 Display Pages for Advanced EIS-A and -W Models
 -W model shown. Differences to -A model noted.

The EIS powers up on the page you have selected for the Display Key.

The center key sequences you through the various display pages in reverse order.



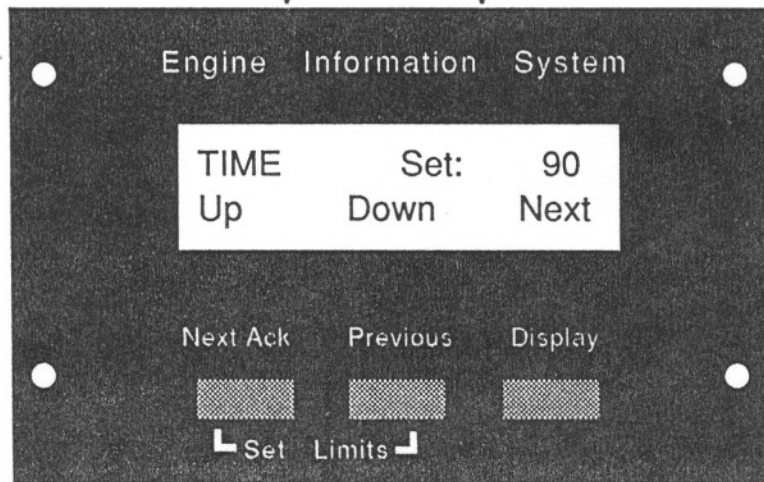
This key advances you through the various display pages. It is also used to acknowledge warning conditions the EIS has brought to your attention.

This key takes you directly to your favorite display page. Use the "Display Set" page to select your favorite page.

Pressing these keys at the same time takes you to the "SET" pages.

Pressing and holding these keys for 3 seconds takes you to the "Configuration SET" pages.

While on the "SET" page the keys function differently, as indicated by the labels in the display.



The "SET" pages are used to define:

- Time Limit
- Contrast
- CHT Limit
- EGT Limit
- Cool/Oil Limit
- Aux Limit
- RPM Limit
- Display Page

The "Configuration SET" pages are used to define:

- Engine Type (EMP)
- Aux SF
- Aux Off
- Hourmeter

On the "SET" pages, this key is used to increase the entry being displayed.

This key is used to decrease the entry being displayed.

Pressing this key stores the value displayed and advances you to the next entry. Pressing and holding this key will return you to your favorite display page.

Holding the Up/Down keys depressed for more than 1 second causes them to automatically repeat.

Figure 2. Operation of Front Panel Keys

2 NORMAL OPERATION

Refer to figure 2 for an illustration of the use of the EIS from panel keys to control the operation of the instrument.

1. It is good practice to turn off the power to the EIS, as well as to all other avionics connected to your aircraft's electrical system, before engaging the engine starter. Large currents demanded by the engine starter can produce undesirable voltage fluctuations and surges. Depending on the nature of your electrical system, it is possible that the instrument may not continue to operate normally if it is on while the engine starter is engaged. **NOTE:** Turning off power to the EIS and then turning it on again will restore normal operation if this should occur.
2. Use the "Next" key to advance through the various display pages. Use the "Previous" key to sequence through the pages in reverse order.
3. Pressing the "Display" key will immediately change screens to the page you have selected as your normal display page. This provides a quick and simple means of returning your instrument to the display page you normally prefer, after you have been reviewing other display pages. To make your selection of which page is to be displayed by the "Display" key, see the "Set Pages" section.
4. The instrument's alarm function will generate warnings that must be acknowledged by the pilot whenever any of many conditions are detected. Should multiple warnings be present that have not been acknowledged by the pilot, they will be prioritized, and then presented to the pilot one at a time.

Refer to figure 3 for a complete description of the warning function. As can be noted from this diagram, the EIS will flash the out-of-limit parameter, as well as activate the auxiliary warning light, to alert the pilot of the condition that has been detected. Pressing the "Next/Ack" key acknowledges this warning. The auxiliary warning light will remain illuminated as long as any out-of-limit condition persists.

NOTE: By setting a limit to zero, the alarm function for that limit will be turned off. It is a good idea to set limits for all unused functions to zero so that the instrument does not inadvertently generate nuisance warnings for signals you are not using.