



# TR-1-NG Configuration Worksheet



Electronics International Inc. will configure the TR-1-NG to the range limits based on the data provided by the pilot/owner and/or mechanic. The data must match your 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:			<input type="checkbox"/> NG	<input type="checkbox"/> N1	<input type="checkbox"/> OTHER <input type="text"/>
<b>Limits</b>	UNITS	<input type="checkbox"/> %			
<b>Range</b>	<b>Color</b>		<b>Example</b>		
			105%, Red		
			59-105%, Green		
			11-20%, Green		

On most engines the NG 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 100% NG reading. If the signal is from a Transmitter, we need to know the frequency of the signal for a 100% NG reading. Select your application and provide the data below:

Pratt PT6, Garrett/Honeywell TPE331, Walter/GE 601, Allison/Rolls-Royce 250, GE J85, Engine for the L39, others with similar tach generators.

Tach Generator (RPM): \_\_\_\_\_ for 100% reading (Example: 4187 RPM)

GE H80, Lycoming/Honeywell LTS101, Williams FJ33 and others with similar signals.

Transmitter Output (Hz): \_\_\_\_\_ for 100% reading (Example: 4200 Hz)

Note: The TR-1-NG will handle frequencies up to 40 KHz.

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

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

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

\_\_\_\_\_  
DATE

Hand signature or Encrypted Digital signature required.