

# Volts / Amps

(Primary Instruments)

(VA-1A, VA-1A-XX & RSVA-3)

## Operating and Installation Instructions

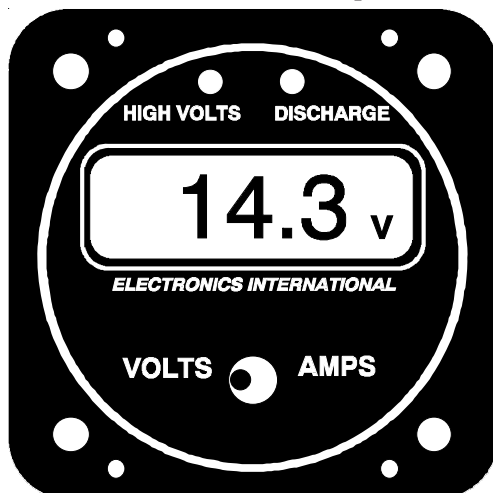
OI 041032 and II 040934

4/9/83

Rev. C: 2/24/92 \*\*

**Now Works in All Shunt Locations and  
comes with External Warning Control Line!**

S/N: ~74000 and up.



You must read this manual before installing or operating the instrument. This manual contains warranty and other information that may affect your decision to install this product and/or the safety of your aircraft.

Model: \_\_\_\_\_

S/N: \_\_\_\_\_



***Electronics International Inc.*** ®

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# Important Notice

**\*\*\*\*\* MUST READ \*\*\*\*\***

**If you think it is not important to read this manual, you're wrong! This manual contains important installation information that may affect the safety of your aircraft, delay your installation or affect the operation of your instrument. You Must read this manual prior to installing your instrument. Any deviation from these installation instructions is the sole responsibility of the installer/pilot and may render the STC invalid.**

**Read the Warranty / Agreement.** There is information in the Warranty / Agreement that may alter your decision to install this product. **If you do not accept the terms of the Warranty / Agreement, do not install this product.** This product may be returned for a refund. Contact Electronics International inc. for details.

Check that the instrument make and model marked on the side of the instrument and on the invoice are correct before starting the installation. The VA-1A is an internal shunt unit and the VA-1A-XX is an external shunt unit ("XX" = your aircraft shunt value in amps).

It is possible for any instrument to fail thereby displaying inaccurate high, low or jumpy readings. Therefore, you must be able to recognize an instrument failure and you must be proficient in operating your aircraft safely in spite of an instrument failure. If you do not have this knowledge, contact the FAA or a local flight instructor for training.

The ability for this product to detect a problem is directly related to the pilots interpretation and observation skills.

The pilot **must** understand the operation of this product before flying the aircraft. Do not allow anyone to operate the aircraft that does not know the operation of this product. Keep the Operating Manual in the aircraft at all times.

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# Warranty / Agreement

Electronics International Inc. warrants this instrument and system components to be free from defects in materials and workmanship for a period of one year from the user invoice date. Electronics International Inc. will repair or replace any item under the terms of this Warranty provided the item is returned to the factory prepaid.

1. This Warranty shall not apply to any product that has been repaired or altered by any person other than Electronics International Inc., or that has been subjected to misuse, accident, incorrect wiring, negligence, improper or unprofessional assembly or improper installation by any person. **This warranty does not cover any reimbursement for any person's time for installation, removal, assembly or repair.** Electronics International retains the right to determine the reason or cause for warranty repair.
2. This warranty does not extend to any machine, vehicle, boat, aircraft or any other device to which the Electronics International Inc. product may be connected, attached, interconnected or used in conjunction with in any way.
3. The obligation assumed by Electronics International Inc. under this warranty is limited to repair, replacement or refund of the product, at the sole discretion of Electronics International Inc.
4. Electronics International Inc. is not liable for expenses incurred by the customer or installer due to factory updates, modifications, improvements, upgrades, changes, or any other alterations to the product that may affect the form, fit, function or operation of the product.
5. Personal injury or property damage do to misinterpretation or lack of understanding this product is solely the pilots responsibility. The pilot **must** understand the operation of this product before flying the aircraft. Do not allow anyone to operate the aircraft that does not know the operation of this product. Keep the Operating Manual in the aircraft at all times.
6. E. I. Inc. is not responsible for shipping charges or damages incurred under this Warranty.
7. No representative is authorized to assume any other liability for Electronics International Inc. in connection with the sale of Electronics International Inc. products.
8. **If you do not agree to and accept the terms of this warranty, you may return the product for a refund.**

This Warranty is made only to the original user. **THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES OR OBLIGATIONS: EXPRESS OR IMPLIED. MANUFACTURER EXPRESSLY DISCLAIMS ALL IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. PURCHASER AGREES THAT IN NO EVENT SHALL MANUFACTURER BE LIABLE FOR SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING LOST PROFITS OR LOSS OF USE OR OTHER ECONOMIC LOSS. EXCEPT AS EXPRESSLY PROVIDED HEREIN, MANUFACTURER DISCLAIMS ALL OTHER LIABILITY TO PURCHASER OR ANY OTHER PERSON IN CONNECTION WITH THE USE OR PERFORMANCE OF MANUFACTURER'S PRODUCTS, INCLUDING SPECIFICALLY LIABILITY IN TORT.**

# VA-1A, VA-1A-XX Operating Instructions

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## Features

### 1. 12/24 Volt Select Switch:

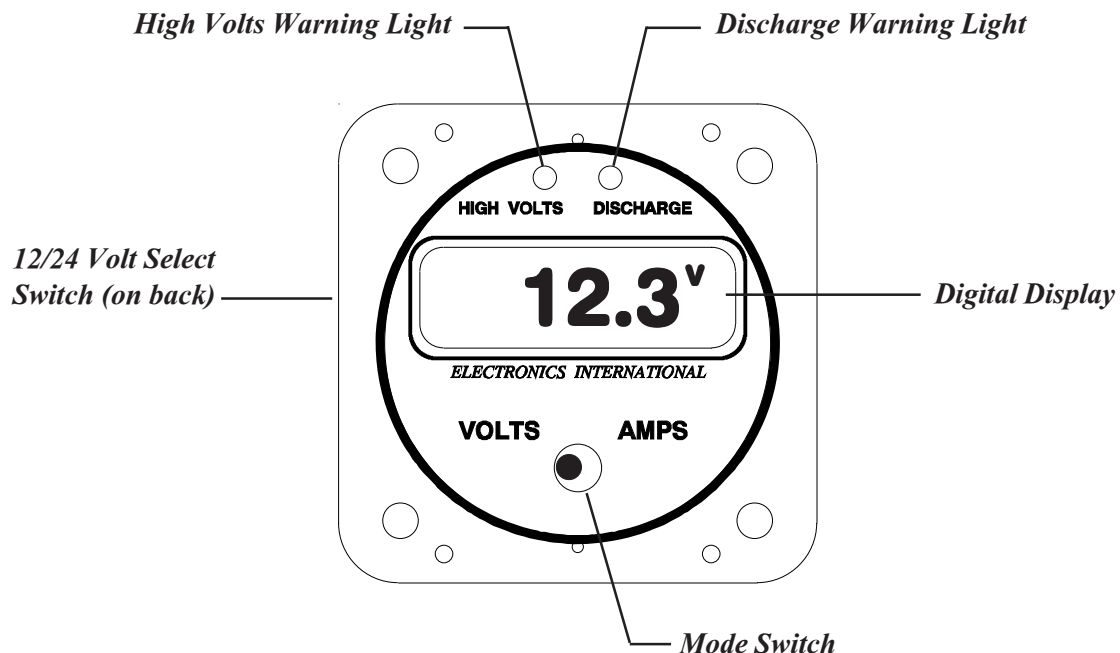
On the back of the VA-1A is a select switch to set the “High Volts” and “Discharge” warning features for a 12 or 24 volt system (see Installation Instructions).

### 2. “High Volts” Warning Light:

If the bus voltage rises to 15.3 volts (30.6 volts for a 24-volt system) or higher, a bright red “High Volts” warning light will alert you of this condition. The high volts feature is sensed off the red power lead and will function regardless of installation variations or what position the mode switch is in. If this light is on, an External Warning Line will be pulled low which can be used to activate an External Warning Light.

### 3. “Discharge” Warning Light:

If the bus voltage drops below 12.6 volts, (25.2 volts for a 24-volt system) a bright yellow “Discharge” warning light will alert you of this condition. The discharge warning feature is sensed off the red power lead and will function regardless of installation variations or what position the mode switch is in. If this light is on, an External Warning Line will be pulled low which can be used to activate an External Warning Light.



## 4. Digital Display:

The VA-1A comes with 12 and 24 volt digital display back light control lines. The digital display should be backlit all the time. This will allow it to be viewed easily in dim light. The digital display is best viewed in high ambient light or direct sunlight.

Voltage will be displayed in .1 volt increments and a “V” annunciator will show in the display. Amperage will be displayed in .1 amp increments for the VA-1A and any external shunted unit 60 amps and below (i.e., VA-1A-60 and below). For any external shunted unit above 60 amps (VA-1A-70 and above) amperage will be displayed in 1 amp increments. Any time the Mode Switch is in the “Amps” position, an “A” annunciator will show in the display.

Note: When the VA-1A(-XX) is mounted in the alternator lead and the engine is off, the VA-1A(-XX) may display up to +/- .3 amps. This is due to any leakage current in the alternator and any offset in the VA-1A(-XX).

## 5. Mode Switch:

The Mode Switch sets the display between “Volts” and “Amps.” The setting of this switch will not affect the operation of the “High Volts” or “Discharge” warning lights.

## VA-1A Installed in the Battery Lead

The two common methods of installing the VA-1A or VA-1A-XX in the electrical system of your aircraft are in the battery lead and in the alternator lead. Following are the operating characteristics of the VA-1A installed in the battery lead.

### 1. Master On, Engine Off:

The following describes the operating characteristics of the VA-1A installed in the battery lead with the master switch on and the engine off.

With the Mode Switch in the “Amps” position, the VA-1A will display the electrical system load on the aircraft. Since the engine is off, all of the current is being supplied by the battery. The VA-1A will show a discharging condition (the “Discharge” light will be on) and display an accurate reading of the total current drain from the battery. With all your electrical equipment off, this will be around 2 to 6 amps. In this mode of operation any piece of electrical equipment can be checked for proper operation by performing the following steps:

- A. Note the amps reading on the VA unit.

B. Turn on the piece of electrical equipment you wish to check.

C. If this piece of electrical equipment is working properly, you will see an increase in load current that corresponds to the current that piece of equipment requires. Compare this current with the current you measured for that same piece of equipment at an earlier date.

Using this method with the digital display of the VA-1A, many important aircraft functions (strobes, retracts, radios, transponder, ADFs, DMEs, pitot heat, etc.) can be checked from the pilot's seat. It would be worthwhile to write down the load current for the entire system and for each piece of equipment. This would give you something to compare to when you wish to check for proper operation at a later date. You may also check the entire electrical system with one check by turning all the electrical equipment on and comparing the amps reading with your normal reading taken at an earlier date. If an improper reading is noted, the VA-1A may then be used to diagnose which piece of equipment has malfunctioned by checking each piece of equipment separately.

With the mode select switch in the "Volts" position, the VA-1A will display the bus voltage to .1 volts. With all electrical equipment off and a fully charged battery the bus voltage will be around 12.1 to 12.5 volts (double these levels for a 24-volt system). Each battery has its own operating voltage when charged. As the battery gets near the end of its life, this voltage will start to drop. A discharged battery will also run at a lower voltage. Don't confuse a good discharged battery with an old battery.

## **2. Master On, Engine On:**

The following describes the operating characteristics of the VA-1A installed in the battery lead with the master switch on and the engine on.

With the Mode Switch in the "Amps" position, the VA-1A will display the charging current to the battery. When the engine is first started, the current will jump up to 20 amps or more and will quickly decrease as the battery takes a charge. Within a few minutes, the charging current will have dropped to 6 amps or lower and will continue to drop for the next hour until it settles to 1.0 amps or lower.

With the VA-1A installed in the battery lead, load current cannot be monitored during flight. The Alternator (or generator) is supplying all of the electrical load and charging the battery. Only the battery charging current can be monitored for this installation.

With the mode selector switch in the "Volts" position the VA-1A will display the bus voltage to .1 volts. With the engine running the alternator is capable of raising the bus voltage to a dangerously high level. It is the voltage regulator's job to limit the bus voltage between 13.5 and 14.8 volts (double these levels for a 24-volt system). Look for this level on the VA-1A. A low voltage reading will cause the battery to charge very slowly. A high reading can damage the battery and most of your electrical equipment. If the aircraft bus voltage goes to a dangerously high level (15.3 volts or higher) a bright red "High Volts" light on the VA-1A will warn you of this condition. If this happens turn the field to the alternator off to eliminate the over voltage condition.

Another common electrical problem is a discharging condition. If this condition goes unnoticed (which it normally does) you will end up with a dead battery in flight rendering all of your electrical equipment useless. To help you avoid this situation the VA-1A has a “Discharge” Warning Light which acts as an early warning, alerting you as soon as the battery goes into a discharging condition. The amount of discharging current can be displayed in the “Amps” position. Discharging current will be displayed as a minus number. If this situation occurs, turn off any unnecessary electrical equipment. The lower you can get the discharging current, the longer the battery will last.

The VA-1A will display trend information when your battery is in a discharging condition. As you watch the battery discharging .1 volts at a time, it becomes relatively easy to judge the remaining time you have before the battery reaches a seriously low condition. As the battery voltage approaches 11 volts (22 volts for a 24 volt system), the aircraft’s electrical equipment will start to malfunction. The exact voltage at which each piece of equipment will start to malfunction depends on the design of that equipment. The VA-1A will work accurately from 40 to 7 volts--far below where most electrical equipment starts to fail.

## **VA-1A Installed in the Alternator Lead**

Two common methods of installing the VA-1A or VA-1A-XX in the electrical system of your aircraft are in the battery lead and in the alternator lead. Following are the operating characteristics of the VA-1A installed in the alternator lead.

### **1. Master On, Engine Off:**

The following describes the operating characteristics of the VA-1A installed in the alternator lead with the master switch on and the engine off.

With the Mode Switch in the “Amps” position the VA-1A will display 000 (+/- a few counts). Since the battery is supplying all of the electrical load and the alternator is off (not turning), there is no current being supplied from the alternator and the “Discharge” warning light will be on.

With the mode select switch in the “Volts” position, the VA-1A will display the bus voltage to .1 volts. With all electrical equipment off and a fully charged battery the bus voltage will be around 12.1 to 12.5 volts (double these levels for a 24-volt system). Each battery has its own operating voltage when charged. As the battery gets near the end of its life, this voltage will start to drop. A discharged battery will also run at a lower voltage. Don’t confuse a good discharged battery with an old battery.

### **2. Master On, Engine On:**

The following describes the operating characteristics of the VA-1A installed in the alternator lead with the master switch on and the engine on.



With the Mode Switch in the “Amps” position the VA-1A will display the electrical system load on the aircraft plus the battery charging current. Since the engine is on, all of the current is being supplied by the alternator. The VA-1A will show a charging condition (the “Discharge” light will be off) and display an accurate reading of the total current drain from the alternator. In this mode of operation any piece of electrical equipment can be checked for proper operation during flight by performing the following steps:

- A. Note the amps reading on the VA unit.
- B. Turn off the piece of electrical equipment you wish to check.
- C. If this piece of electrical equipment is working properly, you will see a decrease in load current that corresponds to the current that piece of equipment requires. Compare this current with the current you measured for that same piece of equipment at an earlier date.

Using this method with the digital display of the VA-1A, many important aircraft functions (strobes, retracts, radios, transponder, ADFs, DMEs, pitot heat, etc.) can be checked from the pilot’s seat. It would be worthwhile to write down the load current for the entire system and for each piece of equipment. This would give you something to compare to when you wish to check for proper operation at a later date. You may also check the entire electrical system with one check by turning all the electrical equipment on and comparing this reading with your normal reading taken at an earlier date. If an improper reading is noted, the VA-1A may then be used to diagnose which piece of equipment has malfunctioned by checking each piece of equipment separately.

With the mode selector switch in the “Volts” position the VA-1A will display the bus voltage to .1 volts. With the engine running the alternator is capable of raising the bus voltage to a dangerously high level. It is the voltage regulator's job to limit the bus voltage between 13.5 and 14.8 volts (double these levels for a 24-volt system). Look for this level on the VA-1A. A low voltage reading will cause the battery to charge very slowly. A high reading can damage the battery and most of your electrical equipment. If the aircraft bus voltage goes to a dangerously high level (15.3 volts or higher) a bright red “High Volts” light on the VA-1A will warn you of this condition. If this happens turn the field to the alternator off to eliminate the over voltage condition.

Another common electrical problem is a discharging condition. If this condition goes unnoticed (which it normally does) you will end up with a dead battery in flight rendering all of your electrical equipment useless. To help you avoid this situation the VA-1A has a “Discharge” Warning Light which acts as an early warning to alert you as soon as the battery goes into a discharging condition. If this situation occurs, turn off any unnecessary electrical equipment. The lower you can get the discharging current, the longer the battery will last. With the VA-1A installed in the alternator lead, discharging current cannot be monitored.

The VA-1A will display trend information when your battery is in a discharging condition. As you watch the battery discharging .1 volts at a time, it becomes relatively easy to judge the remaining time you have before the battery reaches a seriously low condition. As the battery voltage approaches 11 volts (22 volts for a 24-volt system), the aircraft’s electrical equipment will start to malfunction. The exact voltage at which each piece of equipment will start to malfunction depends on the design of that equipment. The VA-1A will work accurately from 40 to 7 volts--far below where most electrical equipment starts to fail.

# VA-1A, VA-1A-XX Installation Instructions

II 040934

Rev: C 2/24/92

## General Information

There are two types of volt/amp meters used in aircraft: Internal Shunt Units and External Shunt Units.

### 1. Internal Shunt Units:

Electronics International Inc. manufactures a VA-1A which is our only internal shunt unit. It has the shunt built into the unit, has two large lugs on the back of the unit and all of the electrical current passes through this gauge. Use this gauge if your aircraft is currently wired for an internal shunt unit or if you elect to route your main alternator or battery supply line up to the instrument panel. As with all internal shunt units, the current capability is limited. The VA-1A is capable of handling 100 amps continuous current. If your aircraft's electrical system is designed to draw more than 100 amps continuous current, you should use one of our external shunt units.

### 2. External Shunt Units:

An external shunt is a strip of metal, usually mounted on a bakelite base. This metal is made of special alloys to produce a very small, precise signal when current passes through it and is not affected by temperature changes.

If your aircraft currently has an external shunt you should order a gauge to match that shunt. Electronics International manufactures a line of external shunt units (VA-1A-XX, "XX" = shunt value in amps) that will match any shunt on the market. If your aircraft does not have an external shunt and you elect to install an external shunt, then order the VA-1A-50 and S-50 shunt (100 amp capability). For aircraft drawing more than 100 amps order the VA-1A-300 and an S-300 shunt (300 amp capability). Please note: The VA-1A and VA-1A-50 resolve to .1 amp and all other units resolve to 1 amp. With our digital display, one amp resolution will still make an excellent electrical diagnostic tool since the current requirements for almost all pieces of equipment in an aircraft are more than one amp.

## Installation

### 1. Important Information and Initial Check Out:

- A. **The installer and aircraft owner must read the Warranty before starting the installation.** There is information in the Warranty that may alter your decision to install this instrument. **If you do not accept the terms of the Warranty, do not install this instrument.**
- B. **If you are not an FAA Certified Aircraft Mechanic familiar with the issues of installing aircraft VA instruments, Do Not attempt to install this instrument.** The installer should use current aircraft standards and practices to install this instrument (refer to AC 43.13).

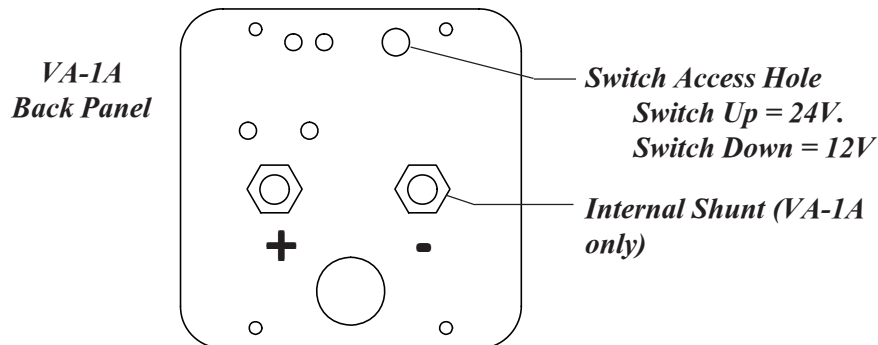
## Installation Instructions

## 1. Important Information and Initial Check Out:

- D. Read the entire Installation Instructions and resolve any issues you may have before starting the installation. This may eliminate any delays once the installation is started.
- E. Check that the instrument make and model marked on the side of the instrument and on the invoice are correct before starting the installation. The S-50 Shunt is marked "100MV" and "100 AMP". The S-300 Shunt is marked "50MV" and "300 AMP."
- F. Before starting the installation make sure the unit will fit in the location you intend to install it without obstructing the operation of any controls.
- G. If this instrument is to replace an existing unit in the aircraft, it is the installer's responsibility to move or replace any existing instruments or components in accordance with FAA approved methods and procedures.

## 2. Instrument Set Up:

On the back of the VA-1A is a hole allowing access to a small switch. The switch furthest to the right in this window sets the VA-1A for a 12 or 24 volt system. The other switches have no affect on the operation of the VA-1A. If you have a 12-volt system set this switch down. If you have a 24-volt system set this switch up.



## 3. Determine how the VA Unit will be installed in your aircraft's electrical system:

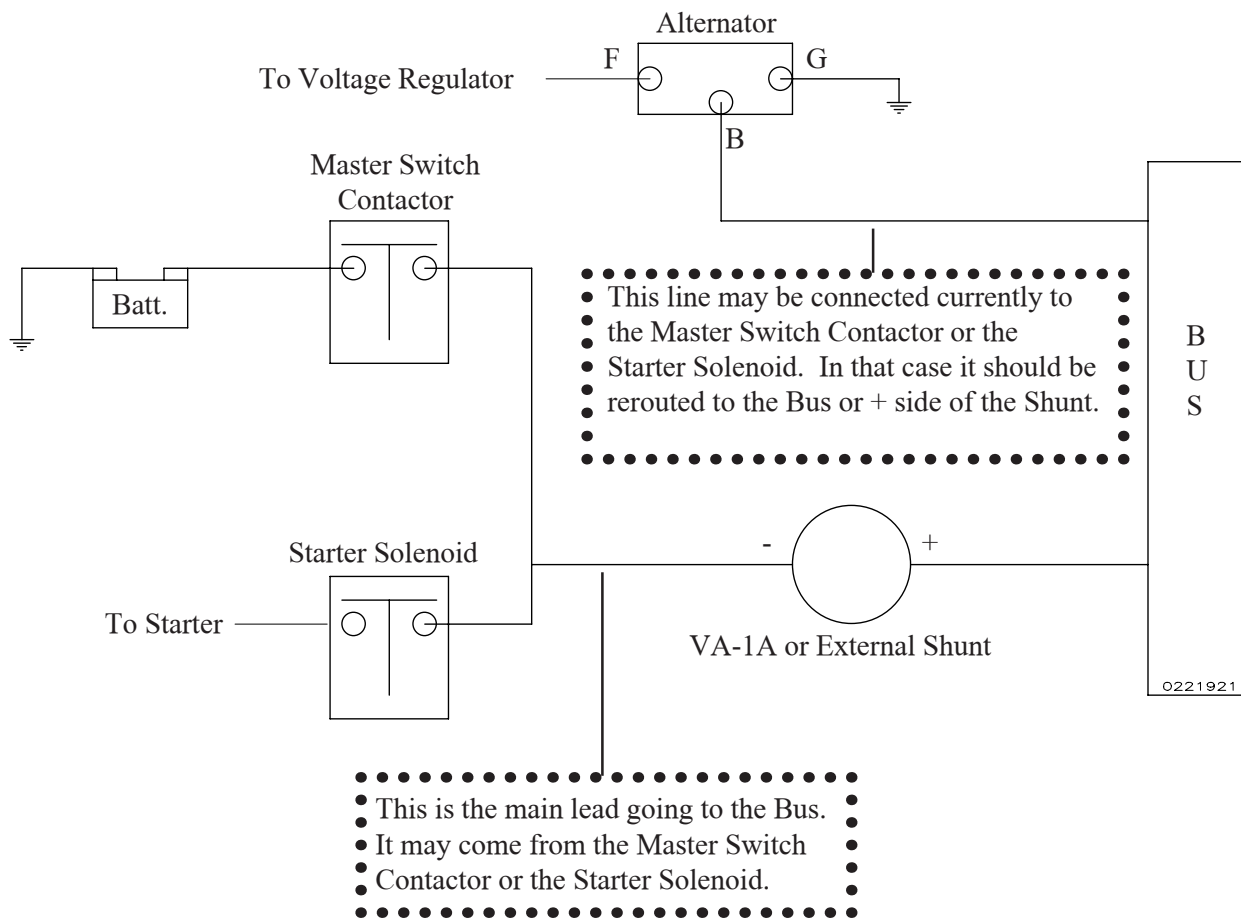
Obtain an electrical diagram of your aircraft's alternator/starter system from the service manual. There are two common ways an ammeter is installed in an aircraft. One method is with the ammeter in the generator or alternator lead. The other method is with the ammeter in the battery lead. The VA-1A or VA-1A-XX may be installed using either method. The advantages and disadvantages of each method are listed below.

Installation Method	Advantages	Disadvantages
Battery Lead:	<ol style="list-style-type: none"> <li>1. Shows load current on the ground (engine off) and durring an alternator failure.</li> <li>2. All Warning Lights are operational.</li> </ol>	<ol style="list-style-type: none"> <li>1. Cannot show load current durring flight or when the engine is running.</li> </ol>
Alternator Lead:	<ol style="list-style-type: none"> <li>1. Shows load current durring flight or when the engine is running.</li> <li>2. All Warning Lights are operational.</li> </ol>	<ol style="list-style-type: none"> <li>1. Cannot show load current when the engine is off or durring an alternator failure.</li> </ol>

With the improvements made to the VA-1A there are few disadvantages using either method. Although EI's test pilot has a slight preference for the alternator lead when using the VA-1A, ease of installation should be the determining factor. In most cases installing the VA-1A is a simple matter of replacing your existing unit and adding a few wires (see Wiring Diagram).

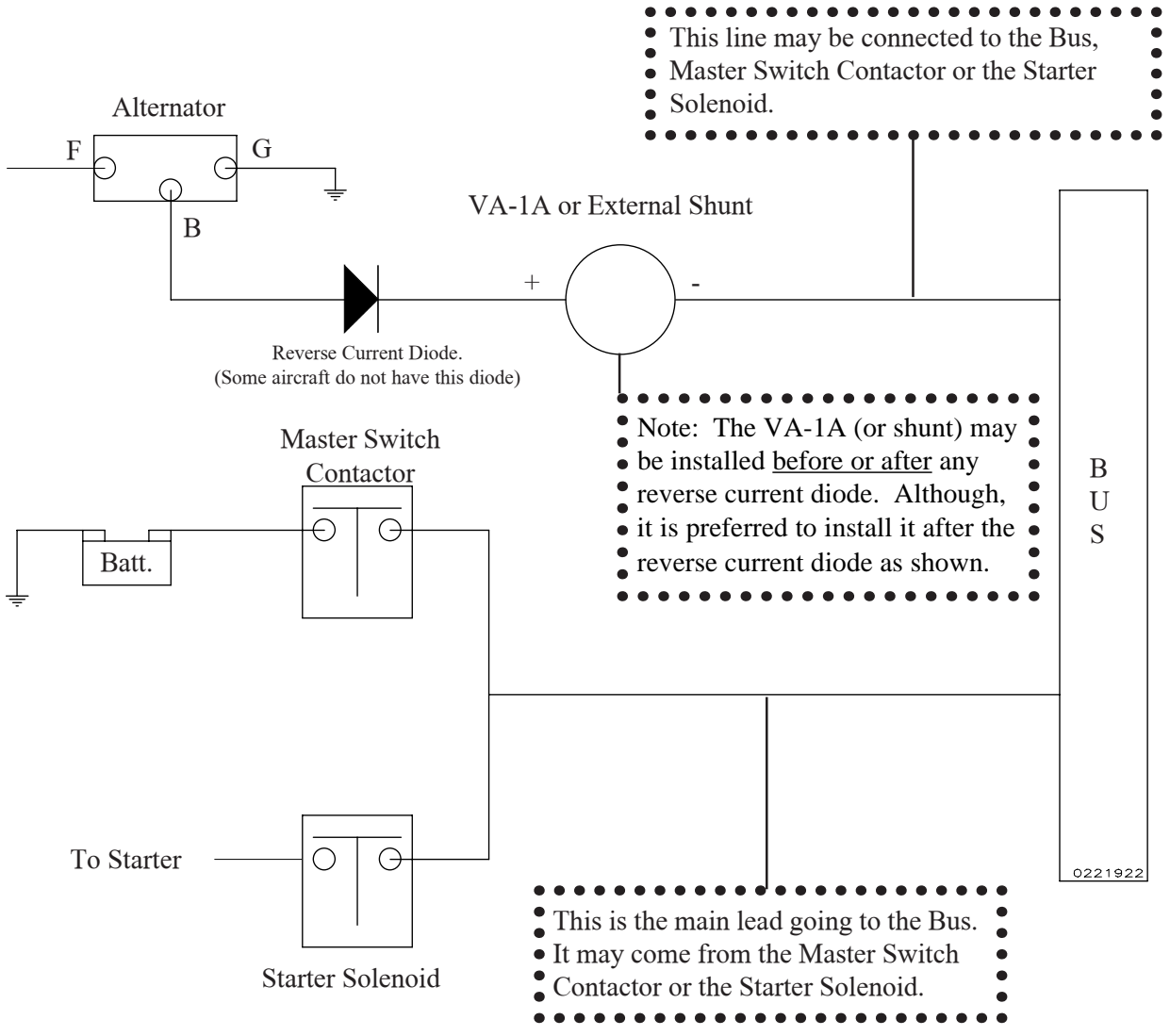
Following is a typical diagram of each installation. Determine how the VA-1A or External Shunt will be installed in your aircraft.

Figure 1: VA-1A or External Shunt Installed in the Battery Lead



**Note:** The VA-1A or External Shunt should not be installed in series with the starting current.

Figure 2: VA-1A or External Shunt Installed in the Alternator Lead



### 4. Install the External Shunt (External Shunt Unit Only, VA-1A-XX):

Note: If you are replacing an existing ammeter, the shunt may already be mounted in the aircraft. If this is the case, you should have ordered a VA-1A-XX unit that matches your shunt.

The external shunt should be installed in an appropriate location that minimizes the routing of main cables (refer to the wiring diagram in this manual appropriate for your installation). It should also be mounted in a location where inadvertent damage cannot occur. If the shunt can be accessed easily, it should be covered. When mounting the shunt, use self-locking or safety wired nuts.

In some rare instances a shunt may be mounted in the negative battery lead to ground. The VA-1-XX may be connected to this shunt and will work properly.

### 5. Route the Circular Connector:

Starting from under the instrument panel, route the circular connector end of the wire harness up to the instrument mounting location. (See the wiring diagram at the back of this section). Place the circular connector about 8 inches back from the panel. Tie wrap the harness in place approximately 1 foot back from the circular connector. This will allow the harness to be flexible and accommodate varying lengths in instrument wires. **Be sure these wires do not obstruct the freedom of travel of any controls.**

### 6. Route the Power and Ground Wires:

Route the red wire in the wire harness to the aircraft's 12 or 24 volt main or emergency bus as applicable via an independent circuit breaker (one to two amps). An alternate method would be to route the red lead to the bus via a one amp in-line fuse. With this method a spare fuse should be kept in the aircraft. See the Wiring Diagram at the back of this manual.

Route the black wire in the wire harness to a good ground . **Tie wrap these wires so they do not obstruct the freedom of travel of any controls.**

### 7. Route the Backlight Wires:

For a 12 Volt system connect the White/Brown to the 12 Volt bus. Connect the White/Red wire to ground.

For a 24 Volt system connect the White/Red wire to the 24 Volt bus. Leave the White/Brown wire open.

**8. Route the Shunt Wires (External Shunt Unit Only, VA-1A-XX):**

Route the orange wire to the "+" side of the shunt via a one amp fuse. See the appropriate wiring diagram in this manual for your installation. Connect the brown wire to the "-" side of the shunt via a one amp fuse. If you are replacing an existing unit, most of the wires and all of the fuses should already be in place.

If this unit is to be used with an RSVA-3 remote switch, see the RSVA-3 Installation section of this manual.

**9. Connect the Large Shunt Wires (Internal Shunt Unit Only, VA-1A):**

Connect the large bus, battery or alternator leads (as appropriate for your installation) to the large lugs on the back of the VA-1 unit. If any major current carrying wire is extended you must use the same size wire as the original. See the appropriate wiring diagram in this manual for your installation.

**10. Route the (Optional) External Warning Control Line:**

The white/yellow wire can be connected to an external light (AL-1), buzzer (ATG-1), a relay, etc. This wire grounds when the Discharge High Volts Warning Light is on. The current in this line must be limited to 2/10 of an amp maximum. Exceeding this limit will damage the unit. If this feature is not used, leave this line open. **Tie wrap this wire so it does not obstruct the freedom of travel of any controls.**

**11. Install the Instrument in the Panel:**

Install the instrument from behind the instrument panel using 6 x 32 screws. These screws should not be any longer than 1/2".

**12. Connect the Circular Connector to the Instrument:**

- 1) Push the two mating connectors together and twist them until they snap into position.
- 2) Turn the locking ring on the instrument connector clockwise (1 1/2 turns) until it locks into position.

### 13. Ground Test:

**VA-1A Installed in the Battery Lead** - With the master on and the engine off, the discharge light should be on, the Volts position will read 11.9 to 12.5 volts (23.8 to 25 volts for a 24 volt system) and the Amps position should read -2.0 to -10.0 amps depending on your current load for the aircraft. Changing the load will change the amps reading.

With the master on and the engine on, all lights will be off, the Volts position will read 13.2 to 14.8 volts (26.4 to 29.6 for a 24 volt system) and the Amps position will read 5.0 to 15.0 amps and reducing rapidly (shows battery charging current). Changing the load will not change the amps reading. See the operating section of this manual for further details.

**VA-1A Installed in the Alternator Lead** - With the master on and the engine off, the discharging light will be on, the Volts position will read 11.9 to 12.5 volts (23.8 to 25 volts for a 24 volt system) and the Amps position should read 0.0 amps +/- .2 amps. Changing the load will not change the amps reading.

With the master on and the engine on, all lights will be off, the Volts position will read 13.2 to 14.8 volts (26.4 to 29.6 for a 24 volt system) and the Amps position will read 5.0 to 25.0 amps and reducing rapidly (shows battery charging current plus load current for the aircraft). Changing the load will change the amps reading. See the operating section of this manual for further details.

## Troubleshooting

If your VA-1A or VA-1A-XX has a problem, perform the following troubleshooting suggestions in the order listed below:

### 1. Volts Read Incorrectly:

Connect only the red and black lead (all other leads must be open). The unit must read correct voltage on the Red lead. Check for poor connections on the red and black lead. You may have a problem with the unit.

### 2. Amps Read Incorrectly:

A. Check that the red and black leads have good connections.

B. For a VA-1A (internal shunt unit), connect only one of the shunt leads on the back of the unit to the bus. (The other lead should be open). The unit must read 00.0 (+/- .3) Amps.

C. For a VA-1A-XX (external shunt unit), connect both shunt leads (orange and brown) to the bus or one side of the shunt. The unit must read 00.0 (+/- .3) Amps. A poor connection in the orange or brown lead



## Troubleshooting

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will cause only the Amps reading to wander around. Check for poor connections (pull on each wire at the back of its connector). Check the fuses and fuse holders. Check that the signal shunt leads do not supply power to any other piece of equipment.

### **3. Discharge Warning Light Works Incorrectly:**

Check that the 12/24 Volt Select Switch on the back of the unit is set properly. The Discharge Warning Light will be on when the bus voltage (on the Red wire) drops below 12.6 volts (25.2 volts for a 24-volt system).

### **4. High Volts Warning Light Works Incorrectly:**

Check that the 12/24 Volt Select Switch on the back of the unit is set properly. The High Volts Warning Light will be on when the bus voltage (on the Red wire) exceeds 15.3 volts (30.6 volts for a 24-volt system).

### **5. Back Light Works Incorrectly:**

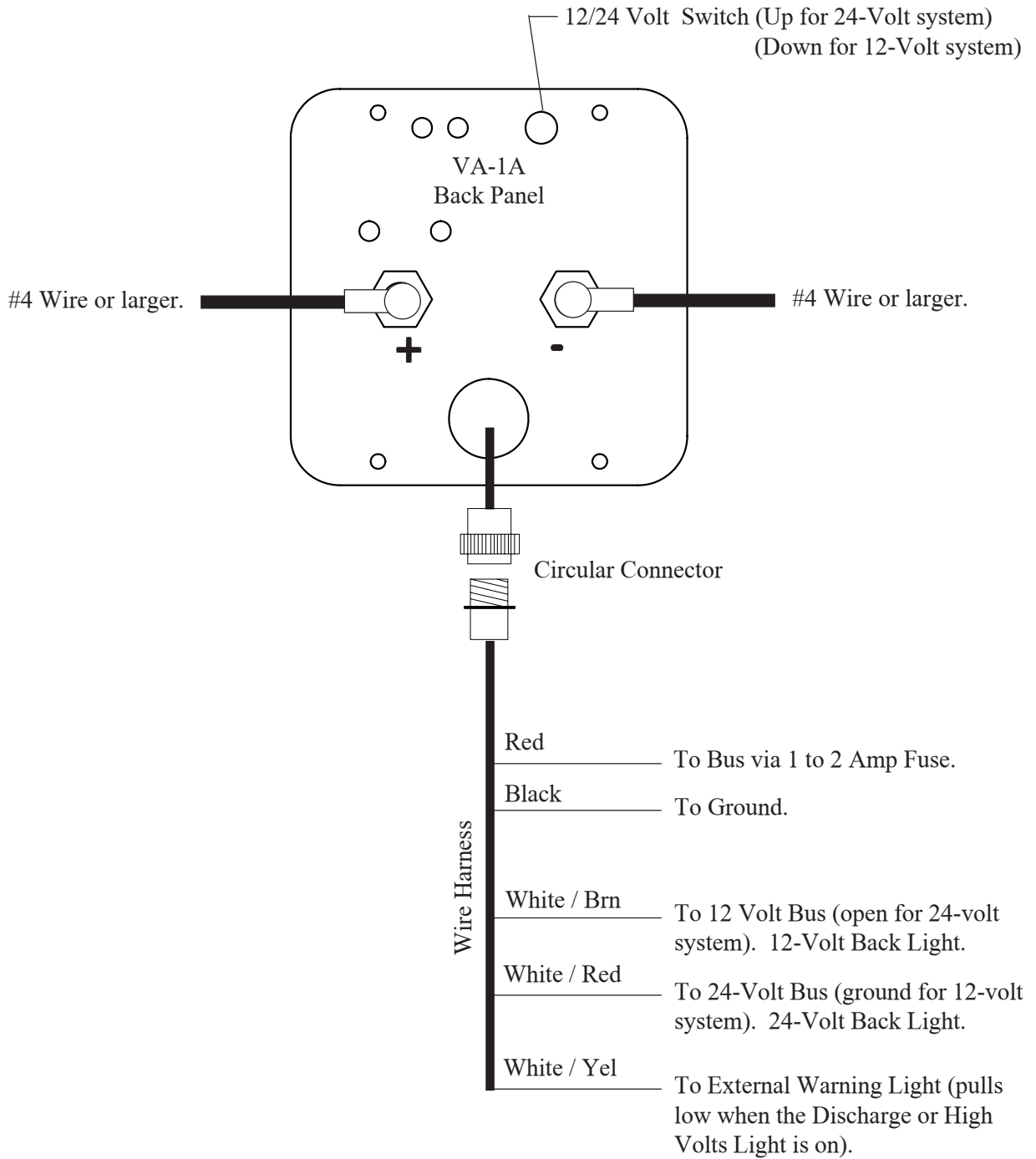
On a 12-volt system, the 24 volt line must be grounded. See the Wiring Diagram. Check for poor connection on the backlight wires (white/brown and white/red).

### **6. Bench Test the Instrument:**

To bench test the VA-1A or the VA-1A-XX connect one lead of the internal shunt (or both the orange and brown leads for the VA-1A-XX) to the red lead and connect all of them to a power supply (7 to 40 volts). Connect the black lead to ground. The unit must read 00.0 (+/- .3) Amps and proper voltage.

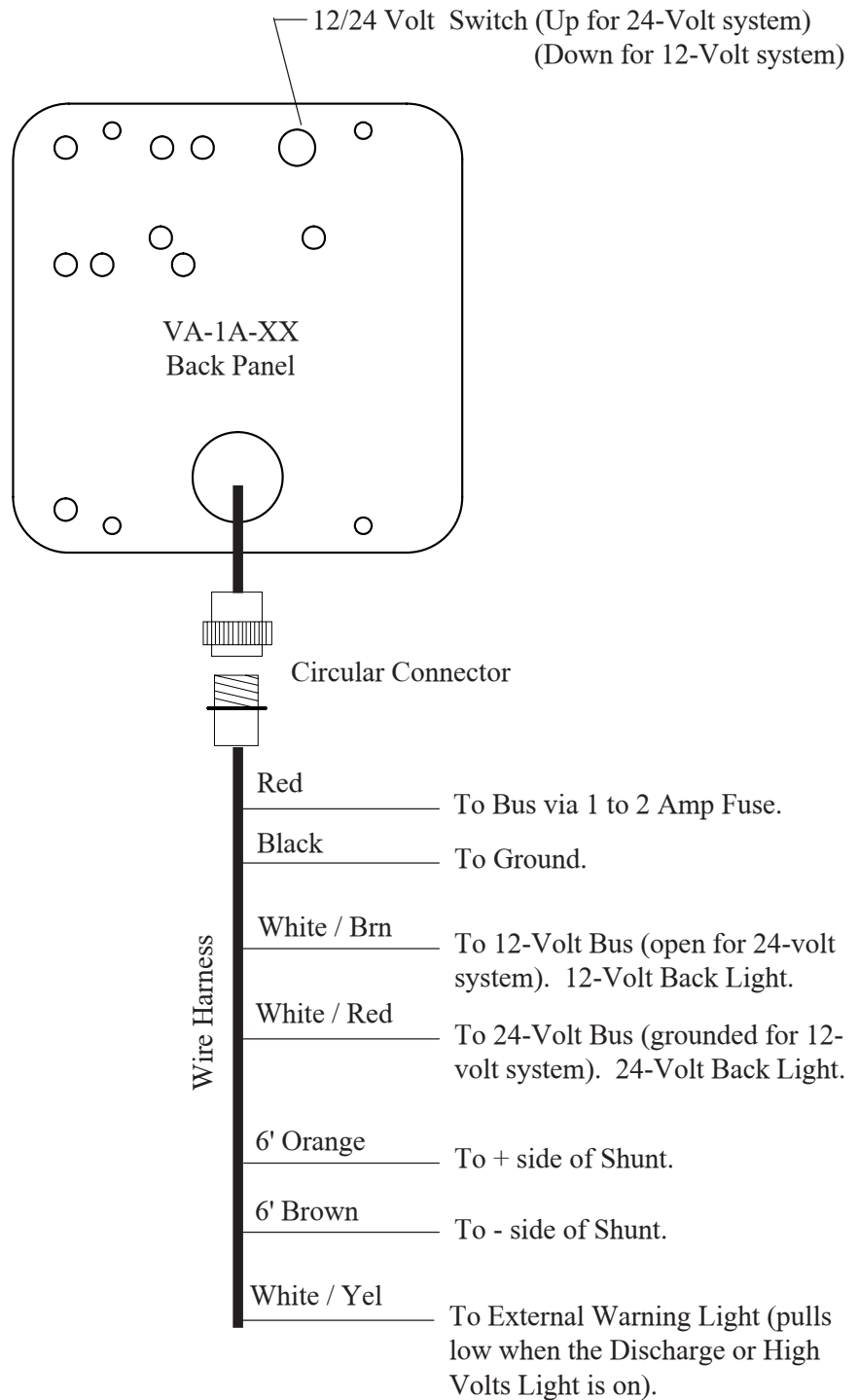
# VA-1A (Internal Shunt Unit) Wiring Diagram

W0225921



# VA-1A-XX (External Shunt Unit) Wiring Diagram

W0225922



# VA-1A and VA-1A-XX

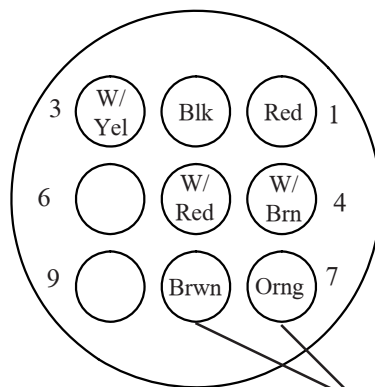
## Circular Connector

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Wire Harness Connector, Back View (wire side)

OR

Instrument Connector, Front View



Note: See Wiring Diagram for hook up information.

VA-1A-XX External Shunt Unit Only.

# **RSVA-3**

## **Installation Instructions**

7/13/92

The RSVA-3 switch is used in conjunction with a VA-1A-XX external shunt unit in a twin engine aircraft to monitor both alternator outputs and the battery charging and discharging currents.

### **1. Install the External Shunts:**

Note: If you are replacing an existing ammeter, the shunts may already be mounted in the aircraft. If this is the case, you should have ordered a VA-1A-XX unit that matches your existing shunts.

The external shunts should be installed in an appropriate location that minimizes the routing of main cables (refer to the wiring diagram at the end of this section). Also, they should be mounted in a location where inadvertent damage cannot occur. If the shunts can be accessed easily, they should be covered. When mounting the shunts, use self-locking or wired nuts.

### **2. Install the VA-1A-XX Instrument:**

Install the VA-1A-XX in the aircraft as described in the VA-1A, VA-1A-XX Installation Instruction section of this manual.

### **3. Route the Shunt Wires:**

Route a 18 to 20 ga. wire from the + and - terminals of each shunt to the RSVA-3 switch mounting location via a one amp fuse (see the RSVA-3 Wiring Diagram at the back of this section). Pair the wires for each shunt and crimp a female connector onto the wires connecting to the "+" terminal of each shunt and a male connector onto the wires connecting to the "-" terminal of each shunt. Red slip-on connectors are provided in the RSVA-3 kit. When preparing the wires to be crimped, strip each wire and double the wires over. Doubling the wires over and a good tight crimp are critical for a good reliable connection.

Connect the shunt wires to the RSVA-3 switch.

### **4. Route the Instrument Wires to the RSVA-3:**

Route the brown and orange wires in the VA-1A-XX instrument wire harness to the RSVA-3 switch mounting location. Crimp a female connector onto the brown wire and a male connector onto the orange wire. Red slip-on connectors are provided in the RSVA-3 kit. When preparing the wires to be crimped, strip each wire and double the wires over. Doubling the wires over and a good tight crimp are critical for a good reliable connection.

Connect the VA-1A-XX instrument wires to the RSVA-3 switch.

### 5. Install the RSVA-3 in the Panel:

The RSVA-3 requires a 1" x 1" square mounting hole. Install the RSVA-3 switch from behind the instrument panel using the screws and nuts provided in the RSVA-3 kit.

### 6. Ground Test:

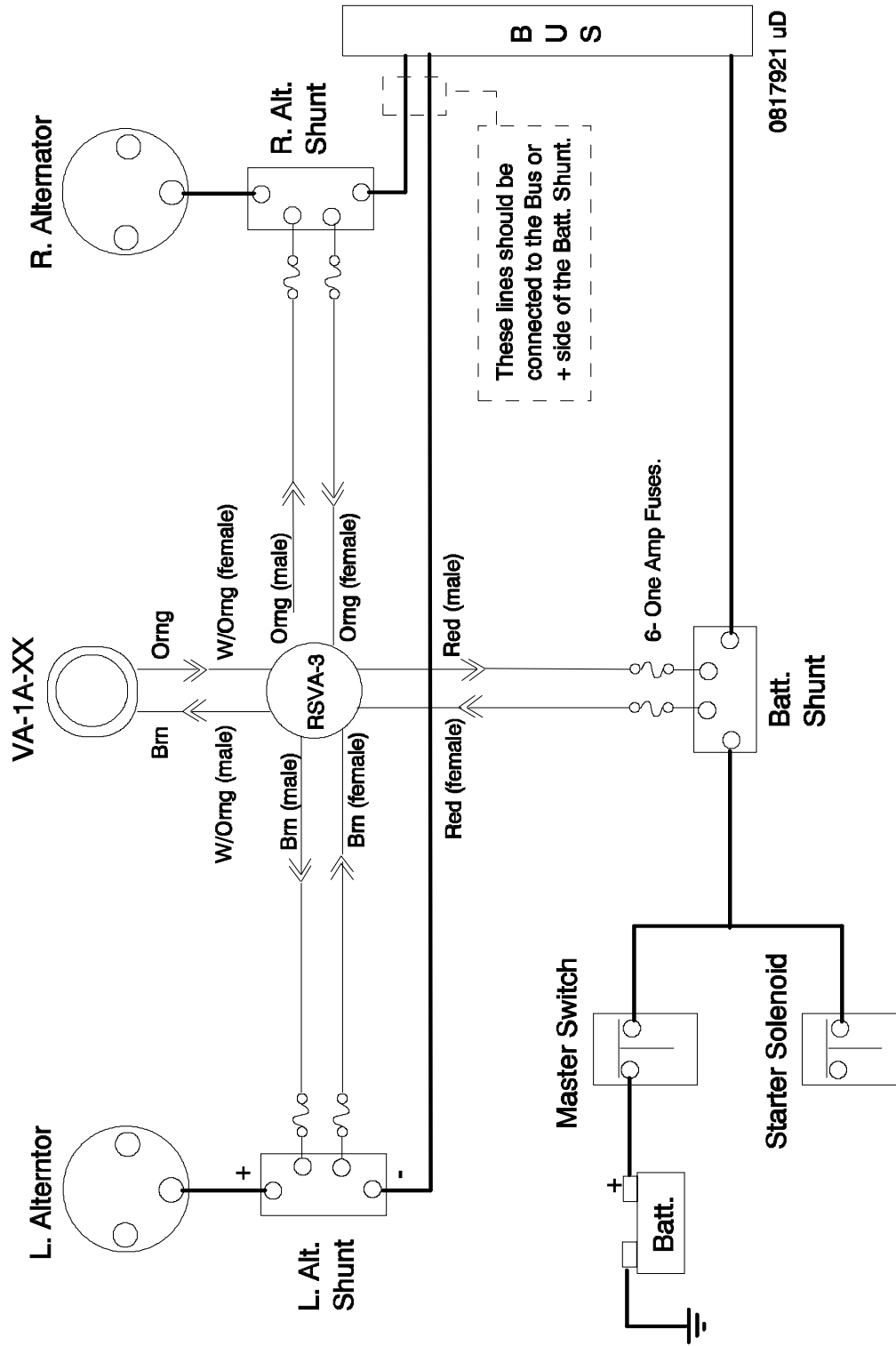
**RSVA-3 in the Battery Position** - With the master on and the engine off, the discharge light on the VA-1A-XX should be on, the Volts position will read 11.9 to 12.5 volts (23.8 to 25 volts for a 24 volt system) and the Amps position should read -2.0 to -10.0 amps depending on your current load for the aircraft. Changing the load will change the amps reading.

With the master on and the engine on, all lights on the VA-1A-XX will be off, the Volts position will read 13.2 to 14.8 volts (26.4 to 29.6 for a 24 volt system) and the Amps position will read 5.0 to 15.0 amps and reducing rapidly (shows batter changing current). Changing the load will not change the amps reading. See the operating section of this manual for futher details.

**RSVA-3 in the Left or Right Alternator Position** - With the master on and the engine off, the discharging light on the VA-1A-XX instrument will be on, the Volts position will read 11.9 to 12.5 volts (23.8 to 25 volts for a 24 volt system) and the Amps position should read 0.0 amps +/- .3 amps. Changing the load will not change the amps reading.

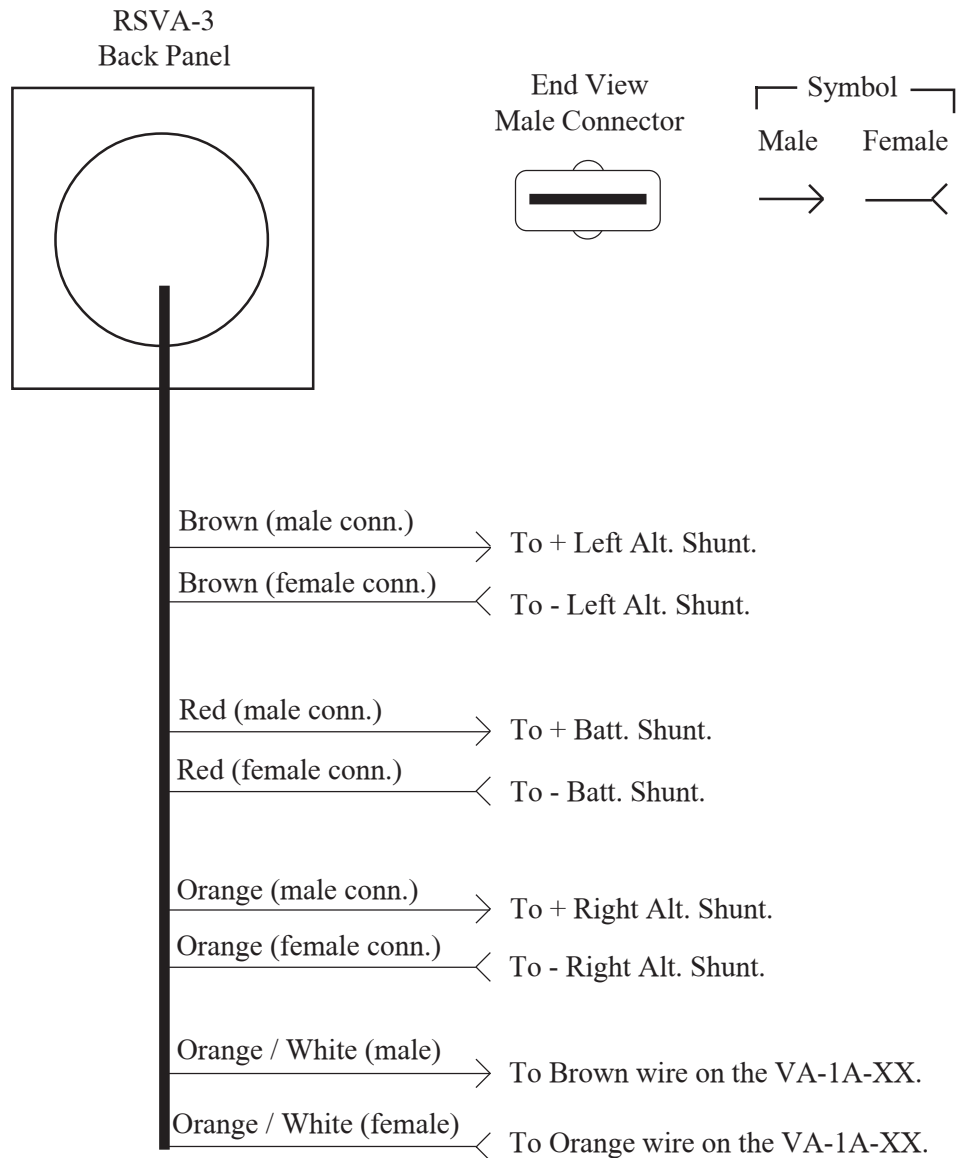
With the master on and the engine on, all lights on the VA-1A-XX will be off, the Volts position will read 13.2 to 14.8 volts (26.4 to 29.6 for a 24 volt system) and the Amps position will read 5.0 to 25.0 amps and reducing rapidly (shows battery charging current plus load current for the aircraft). Changing the load will change the amps reading. See the operating section of this manual for futher details.

**Figure 3: VA-1A-XX and RSVA-3 Installed in a Twin Engine Aircraft**



# RSVA-3 Wiring Diagram

W0225923





# Specifications and Operating Features

S0224921

**Model:** VA-1A and VA-1A-XX

**Weight:** VA-1A ; 9 oz., VA-1A-XX ; 7.5 oz., S-50 (100 amp Shunt) ; 3 oz., S-300 (300 amp Shunt) ; 12 oz., RSVA-3 (External Select Switch) ; 3.5 oz.

**Power Requirements:** 7 to 40 volts, 2/10 AMP.

**Display:** .35" high resolution LCD display (viewable in direct sunlight). 12 and 24-volt backlight wires are provided for night operation.

**Resolution:** VA-1A and VA-1A-XX (60 amps and below) resolve amperage to .1 amps. VA-1A-XX (above 60 amps) resolves amperage to 1 amps. All units resolve voltage to .1 volts.

**Accuracy:** 1% of reading plus or minus one count (Amps and Volts).

**Discharge Warning Light:** For a 12-volt system, the light will be on for bus voltages below 12.8 volts (+/- .2 volts). For a 24-volt system, the light will be on for bus voltages below 25.6 volts (+/- .4 volts). The signal is sensed off the red lead.

**High Volts Light:** For a 12-volt system, the light will be on for bus voltages above 15.4 volts (+/- .3 volts). For a 24-volt system, the light will be on for bus voltages above 30.8 volts (+/- .6 volts). The signal is sensed off the red lead.

**12/24 Volt Select Switch:** A select switch is available on the back of the unit to configure the unit for a 12 or 24-volt electrical system.

**VA-1A Configuration:** Contains an internal shunt for measuring currents to 100 amps and voltages to 40 volts.

**VA-1A-XX Configuration:** This unit must be matched to the aircraft's external shunt (i.e., 100 amp, 50 mV external shunt must use a VA-1A-100).