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## EP-B - Operations and Installation Manual

This manual is certified for use with  
instrument serial number

**ASL000000**

Use of this manual with any other  
instrument voids all warranties and may  
result in damage to the instrument

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## **SECTION 1**

### **Introduction**

#### **READING THIS MAUNAL IS THE FASTEST WAY TO INSTALL AND START USING YOUR NEW INSTRUMENT!**

This manual has been prepared in a logical sequence to facilitate the simplest and most efficient method to install and start using your instrument. By following the instructions on the following pages you can be assured of a successful install within the times specified.

Installation times will vary depending on aircraft type and the current state of the aircraft. It will generally take a little longer to install the instrument if this is the only task being performed vs. in conjunction with other maintenance and / or repairs.

**The general time estimate for the installation of this instrument, by licensed maintenance personnel is two hours.**

Technical support for any aspects of this instrument is available 24 hours a day 7 days a week on our online support forum located at:

**[www.aerospacelogic.com/forum/](http://www.aerospacelogic.com/forum/)**

Telephone support is available, Monday through Friday from 9:00 a.m. to 5:00 p.m. Eastern Standard Time at:

**416-628-0725**

## **NO NONSENSE WARRANTY**

Our warranty policy is simple .... It is even written in plain English!

**Please read it BEFORE DOING ANYTHING WITH YOUR NEW INSTRUMENT!**

**We will:**

- Repair or replace (at our discretion) any instrument which becomes defective within a period of 12 (twelve) months of manufacture date. You will pay for the shipping costs to return the instrument to us and we will pay for the shipping costs to return the instrument to you;
- Replace all instruments that fail out of warranty for a flat rate of 50% of the cost of a new instrument, at the time of the failure.

**We are not:**

- Liable for any costs associated with the installation or removal of any of our instruments, irrespective of the cause;
- Liable for any misuse or non-use of the instrument in whatever form.

**We will not:**

- Repair or replace your instrument free of charge, under warranty, if it has not been installed by an appropriately licensed person.

**If you do not agree with ANY of the above statements, return your new instrument to us immediately for a FULL refund LESS shipping costs.**

**ALL RETURNS REQUIRE RETURN MATERIAL AUTHORIZATIONS (RMA). WE DO NOT ACCEPT RETURNS WITHOUT AN RMA NUMBER. CALL 416-628-0725 FOR AUTHORIZATION.**

## SECTION 2

### Installation

#### INSTALLATION STEP 1 – Instrument Physical

1. Choose an appropriate location on your aircraft panel for the installation of the instrument. The EP-B will fit any standard 2 ¼” aircraft mounting hole. Ensure easy and clear access to the instrument.
2. Keep in mind wiring lengths.

The instrument is supplied with 4’ wiring for power and external functions and 6’ of wiring for the fuel pressure sender. Any of these wires may be lengthened or shortened without effect on the operation of the instrument.

3. Now install your instrument in your panel. Place the instrument in the hole from the rear of the panel and then attach it with the four screws provided. If you need to replace the screws, ensure that the threads do not penetrate the instrument more than ½”. Screws that penetrate the instrument further will cause severe damage to the instrument.

#### INSTALLATION STEP 2 – Fuel Pressure Sensor

#### **WARNING:**

**Your aircraft fuel system is a life critical system. Installation of the fuel pressure transducer will cause serious hazards if not performed correctly. We recommend that this installation be installed by a competent person.**

#### **NOTE:**

**In order to complete this installation you must have a working knowledge of the specific aircraft engine and fuel system that this instrument will be installed on. You must be able to locate and identify the existing pressure sender (if installed) and have the necessary tools to remove it as well as install the new item.**

**For installation on certified aircraft, this installation may only be performed by properly licensed personnel or competent persons under supervision of such licensed personnel, where applicable law permits.**

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**DO NOT INSTALL THE PRESSURE SENDER DIRECTLY ONTO ANY PORTION OF THE ENGINE.**

**We recommend that the pressure sender be mounted on the firewall, away from heat and electrical sources. For the replacement of existing fuel pressure instruments where fuel lines are in the inside of the cockpit the fuel pressure transducer may be mounted in an appropriate location and connected to the existing fuel pressure line.**

The pressure transducer has a 1/8" NTP fitting. Once mounted, connect the pressure port to the engine fuel pressure port or fuel line with an appropriate, flexible line (installer to supply). Note: It may be necessary to install an appropriate T should the aircraft fuel system not have a pressure take-off. Do not over tighten the flexible line / pressure transducer connection!

Attach the signal connector to the transducer. It is polarized and can only fit one way into the transducer. Confirm that it snaps firmly into place.

### **INSTALLATION STEP 3 - Wiring**

The EP-B is an electronic device. It has been designed to withstand normal static charges both during installation and operation, installing it in the following sequence will reduce the possibility of damage. Ensure power to the aircraft is turned off before continuing.

Now connect the primary wiring as follows:

1. Connect the BLACK wire from the instrument to an appropriate ground point.
2. Connect the RED wire to the switched supply point (i.e master switched bus or similar). The instrument is internally fused for protection. However it should still be connected through an appropriate circuit breaker to allow it to be disabled should this be required for any reason.
3. If you wish to control the intensity of the instrument display using either the panel rheostat or an external potentiometer connect, EITHER the BLUE (28V) or the WHITE (14V) wire to the variable output of this device. If you prefer to use the internal intensity control then connection of either these wires is not required.

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4. The instrument provides an external annunciator control output. This output is capable of sinking a DC load of 150mA. An inductive load (such as a relay) may be connected to this output without any further protective components (back EMF protection is included in the instrument). Exceeding a 150mA sink current will permanently damage your instrument. The supply voltage of your annunciator device may not exceed the supply voltage of your aircraft DC system. Connect the ORANGE wire to your external device if this is required.
5. Connect the fuel pressure sensor wires (the RED, BLACK and BLUE twisted wire bundle) to the sender in the following order:
  - a. BLACK from the instrument to BLACK on the sensor,
  - b. RED from the instrument to RED on the sensor,
  - c. BLUE from the INSTRUMENT to GREEN on the sensor.

#### **6. ALTERNATE FUEL PRESSURE SENSOR CONNECTION**

When used in conjunction with the FP-100 series instruments the fuel pressure portions of both instruments may use a common sensor i.e. only one fuel pressure sensor is required. For installations under this condition connect the fuel pressure sensor wires (the RED, BLACK and BLUE twisted wire bundle) as follows:

- a. BLACK from the instrument to BLACK on the sensor,
  - b. RED from the instrument – NO CONNECTION. Terminate using appropriate methods,
  - c. BLUE from the instrument to GREEN on the sensor (the GREEN on the sensor will also have the WHITE wire from the FP-100 instrument connected to it).
7. Connect the manifold vacuum line to the 1/8" (id) vacuum port on the instrument using an appropriate nylon splice (installer to supply). DO NOT remove the supplied 1/8" line from the instrument sensor port. Removal of this line and / or attachment of any other material to the vacuum sensor will void the product warranty. Secure the vacuum line such that there is no support stress on the vacuum line or vacuum sensor.

Your instrument is now ready for operation. Turn on the power to the instrument and confirm that the display is enabled. If the display does not turn on, check the wiring as above and confirm that power is supplied to the instrument. If the instrument does turn on proceed with the initial setup on the next page.

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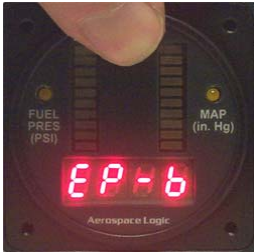
## SECTION 3

### Setup

Complete instrument setup is required at the time of installation. All parameters can be changed at any time.

The **F** (Fuel Pressure/ Function), **M** (Manifold Pressure) and **S** (Set/Select) switch positions are used for all setting functions.

#### STEP 1 - Activation



To enter the setup mode turn off the power to the instrument. Hold the switch in the **S** position and turn on the power.

Continue to hold the switch in the **S** position.



Once the software version of the instrument is displayed, release the switch.

The display will change indicating the setup menu has been entered.



The instrument has now entered the setup mode.

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**STEP 2 - Overview**

There are six sections accessible within the setup system. Options may be setup at any time. For the initial setup we recommend that you follow the sequence provided in this manual. NOTE: The purpose of **Step 2** is to familiarize you with the available options within the setup menu. There are no actions required.

Use the **S** switch to move to the specific function that you wish to access. Then press the **F** switch when the function is indicated to select and start the procedure. The following is a list of the available functions:



**FP**

Setup limits and ranges for the Fuel Pressure portion of the instrument. Refer to **Step 3** (Page 10) for Fuel Pressure setup.



**MP** (ñ= symbol representation for m)

Setup limits and ranges for the Manifold Pressure portion of the instrument. Refer to **Step 4** (Page 12) for Manifold Pressure setup.



**Acc**

Select the accuracy performance of the instrument (1.0 or 0.1 units). Refer to **Step 5** (Page 14) for instrument accuracy setup.



**Int**

Set the source for intensity control of the instrument; either internal or external. Refer to **Step 6** (Page 15) for instrument intensity setup.

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**dSP**

Select the bar graph display type. Two options are available. Refer to **Step 7** (Page 16) for display type selection.



**done**

Exit the setup function. Refer to **Step 8** (Page 17).

**STEP 3 – Setting Fuel Pressure Limits**



Select the Fuel Pressure setup function using the **S** switch.

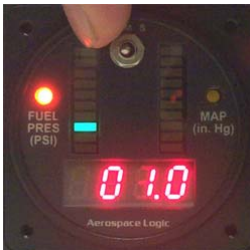
Move and leave the switch to the **F** position.



With the switch in the **F** position the display will now be as shown and the lower green LED bar will flash.

This is the indication that you will now set the low fuel pressure operating limit.

After a few seconds the display will automatically change.



Now move the switch to the **M** position.

Press and hold or toggle the switch to the **S** position to increment the value until the correct low operating fuel pressure value has been reached. At this point move the switch once to the **F** position and back to the **M** position.

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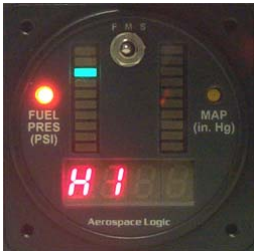
The text “rEd” will now be displayed and the bottom red LED bar will flash.

This indicates that you are now setting the low red line fuel pressure. **NOTE: There must be at least 0.2 PSI pressure difference between the low operating level and the redline pressure.** The display will automatically change after a few seconds.



Now move the switch to the **S** position to increment the value until the correct redline fuel pressure has been reached.

The available range is from 0 PSI to the minimum operating fuel pressure (previously set) less 0.2 PSI. At this point move the switch once to the **F** position and back to the **M** position.



The text “Hi” will now be shown on the display and the upper green LED will flash for a few seconds. This indicates that you will now set the maximum operating fuel pressure.

The display will then change displaying the current programmed value.



Now move the switch to the **S** position to increment the value until the correct maximum operating fuel pressure has been reached.

The available range is from 0.6 PSI above the minimum operating pressure previously set to 59.8 PSI. Once the correct value is displayed move the switch once to the **F** position and back to the **M** position.



The text “rEd” will now be shown on the display and the upper red LED will flash for a few seconds. This indicates that you will now set the upper limit redline fuel pressure.

The display will then change displaying the current programmed value.

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Now move the switch to the **S** position to increment the value until the correct maximum operating fuel pressure has been reached.

The available range is from 0.2 PSI above the maximum operating pressure previously set to 60.0 PSI. Once the correct value is displayed move the switch to the **F** position.



With the switch in the **F** position the text “Set” is displayed confirming that all the necessary parameters for the fuel pressure portion of the instrument have been set. Move the switch to the **M** position to continue.

**STEP 4 – Setting Manifold Pressure Limits**



To enter the manifold pressure setting function move the switch to the **F** position.



The text “Lo” will now be shown on the display and one of the lower green LED bars will flash for a few seconds. This indicates that you will now set the lower operating manifold pressure limit.

The display will then continue automatically to the next step. Move the switch to the **M** position at this point.



Now move the switch to the **S** position to increment the value until the correct minimum operating manifold pressure has been reached.

The available range is from 0.2 in.Hg to 49.2 in.Hg. Once the correct value is displayed move the switch to the **F** position and back to the **M** position.

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The text “Hi” will now be shown on the display and the upper green LED will flash for a few seconds. This indicates that you will now set the upper operating limit manifold pressure.

The display will then change displaying the current programmed value.



Now move the switch to the **S** position to increment the value until the correct maximum operating manifold pressure has been reached.

The available range is from (0.6 in.Hg plus the low limit previously set) to 49.8 in.Hg. Once the correct value is displayed move the switch to the **F** position and back to the **M** position.



The text “rEd” will now be shown on the display and the upper red LED will flash for a few seconds. This indicates that you will now set the upper redline manifold pressure.

The display will then change displaying the current programmed value.



Now move the switch to the **S** position to increment the value until the correct redline manifold pressure has been reached.

The available range is from (0.2 in.Hg plus the high limit previously set) to 50.0 in.Hg. Once the correct value is displayed move the switch to the **F** position.



With the switch in the **F** position the text “Set” is displayed confirming that all the necessary parameters for the manifold pressure portion of the instrument have been set. Move the switch to the **M** position to continue.

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**STEP 5 – Instrument Accuracy Setting**



To enter the accuracy selection function move the switch to the **F** position when this display is shown.

When one of the following displays is shown, move the switch to the **M** position. The display shown will depend on the present accuracy setting of the instrument.



Instrument set for 0.1 units accuracy



Instrument set for 1.0 units accuracy

toggling the switch between the **S** and **M** positions will change the accuracy selection from the one type to the other. Once the required accuracy level has been selected move the switch to the **F** position.



With the switch in the **F** position the text “Set” is displayed confirming that the necessary parameter for the accuracy selection of the instrument has been set. Move the switch to the **M** position to continue.

**STEP 6 – Intensity Source Selection**



To enter the intensity source selection function move the switch to the **F** position when this display is shown.

When one of the following displays is shown, move the switch to the **M** position. The display shown will depending on the present intensity source setting of the instrument.



Internal intensity option



External intensity option

Toggle between these two settings by moving the switch between the **M** and **S** positions to choose the setting that matches both your installation and requirements. Note: You can select the internal option even though the external wiring has been connected. If this is done all input from the external source will be ignored and intensity will be controlled using the switch.

Once the required intensity source has been selected move the switch to the **F** position.



With the switch in the **F** position the text “Set” is displayed confirming that the necessary parameter for the intensity source selection of the instrument has been set. Move the switch to the **M** position to continue.

**STEP 7 – Display Format Selection**



To enter the display format selection function move the switch to the **F** position when this display is shown.

When one of the following displays is shown, move the switch to the **M** position. The display shown will depend on the present display format setting of the instrument.



Using Option 1 (oPt 1) the bar displays will display values incrementally from the bottom to the top of the bar.



Using Option 2 (oPt 2) LED bars will light up relative to the value displayed and limits set. One bar will be lit indicating the value. Two bars are lit during the transition point between two values.

Example (oPt 1)



Example (oPt 2)



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Toggle between these two settings by moving the switch between the **M** and **S** positions to choose the required setting.

Once the display format has been selected move the switch to the **F** position.



With the switch in the **F** position the text “Set” is displayed and the selected format is displayed confirming that the necessary parameter for the display format selection of the instrument has been set. Move the switch to the **M** position to continue.

**STEP 8 – Exit Setup Function**



To exit the setup function move the switch to the **F** position when this display is shown.



When this display is shown, move the switch to the **M** position to restart the instrument.

## Section 4 Operation

### Normal Operations

At all times during normal operations the LED bar displays will display a graphical representation of the pressure status, irrespective of the position of the switch.

#### Display format “Option 1”



With the switch in the **M** position the **MAP** LED will be lit and the seven segment displays will provide a digital value of the manifold pressure. Represented in inches of mercury (in.Hg).

#### Display format “Option 2”



#### Display format “Option 1”



With the switch in the **F** position the **FUEL PRES** LED will be lit and the seven segment displays will provide a digital value of the fuel pressure. Represented in pounds per square inch (PSI).

#### Display format “Option 2”



If an external annunciator has been connected to the alarm output of the instrument this device will be energized at any time that the upper or lower red LED bars are lit on either display, irrespective of the position of the switch.

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**Intensity Control**

If you have installed and setup the instrument to utilize the external intensity function then ignore this topic. This option is only available when the intensity source has been set to internal.

When in either the increment or decrement intensity functions, the instrument will return to the normal operations mode after approximately fifteen seconds.



To activate the intensity selection, hold the switch in the **S** position.

The text “hold” will be displayed. Continue to hold the switch in this position until the display changes (approximately two seconds). If you do not want to set the instrument intensity simply release the switch at this point to return to normal operation.



At this point the intensity set option has been activated. Now release the switch. The switch will now be in the **M** position. Within three seconds the display will change to the increment intensity setting option.



The increment intensity function is identified by all the bars and two LED function indicators being lit at the same time. There will also be a “u” character in the far left position of the seven segment display (identifying the “up” function).

Toggle the switch between the **S** and **M** positions to increment the intensity.

To skip the increment function and progress to the decrement function toggle the switch between the **F** and **M** positions once.

If the intensity has been set to the desired level at this point the instrument can be returned to normal operations in one of the following ways:

1. Toggle the switch **twice** between the **F** and **M** positions, or
2. Perform no action and the instrument will return to normal operation within approximately fifteen seconds.

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If the switch was toggled between the **F** and **M** positions to progress to the decrement function the display will be as shown.

The decrement intensity function is identified by all the bars and two LED function indicators being lit at the same time. There will also be a “d” character in the far left position of the seven segment display (identifying the “decrement” function).

Toggle the switch between the **S** and **M** positions to decrement the intensity.

If the intensity has been set to the desired level at this point the instrument can be returned to normal operations in one of the following ways:

1. Toggle the switch **twice** between the **F** and **M** positions, or
2. Perform no action and the instrument will return to normal operation within approximately fifteen seconds.



If the switch was used to exit the intensity set routine (either increment or decrement) the “SET” message will be displayed when the intensity set function is terminated.

**NOTE:** In all cases the intensity value set will be retained in the instrument until it is reset, even if power is removed from the instrument.

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## **SECTION 5**

### **Specifications**

<p><b>Dimensions</b></p> <ul style="list-style-type: none"> <li>• Fits standard 2.25" mounting hole</li> <li>• 2.45" X 2.45" X 1.6"</li> <li>• 2" viewing area</li> <li>• Weight – Instrument including wiring: 8 oz</li> <li>• Weight – Pressure sensor: 2.1 oz</li> </ul> <p><b>Display</b></p> <ul style="list-style-type: none"> <li>• Custom design color bar display</li> <li>• Multi-color sunlight visible</li> <li>• InGaAlPGaN LED technology</li> <li>• 100,000 hours operating life</li> <li>• Analog and digital readout of fuel and manifold pressures</li> </ul> <p><b>Ranges</b></p> <ul style="list-style-type: none"> <li>• Fuel pressure:             <ul style="list-style-type: none"> <li>○ 0 to 60 PSI</li> </ul> </li> <li>• Manifold pressure:             <ul style="list-style-type: none"> <li>○ 0.2 to 50.0 in. Hg</li> </ul> </li> </ul> <p><b>Accuracy</b></p> <ul style="list-style-type: none"> <li>• Programmable resolution of 1 or 0.1 units</li> <li>• Fuel pressure:             <ul style="list-style-type: none"> <li>○ 0.1 PSI</li> </ul> </li> <li>• Manifold pressure:             <ul style="list-style-type: none"> <li>○ 0.1 in.Hg</li> </ul> </li> </ul> <p><b>Safety</b></p> <ul style="list-style-type: none"> <li>• Color coded operation ranges compliant for primary instrument installation</li> <li>• External alarm driver output</li> <li>• External processor watchdog</li> </ul> <p><b>Operating Temperature ( Per DO-160(D) )</b></p> <ul style="list-style-type: none"> <li>• -15C to +55C (5F to 131F)</li> </ul> <p><b>Certifications Pending</b></p> <ul style="list-style-type: none"> <li>• DO-160(D)</li> <li>• DO-178(B)</li> <li>• TSO C47 (Fuel pressure)</li> <li>• TSO C45a (Manifold pressure)</li> <li>• STC for ~700 aircraft</li> </ul>	<p><b>Programmable Options</b></p> <ul style="list-style-type: none"> <li>• Fuel pressure:             <ul style="list-style-type: none"> <li>○ Low redline</li> <li>○ Low operating</li> <li>○ High operating</li> <li>○ High redline</li> </ul> </li> <li>• Manifold pressure:             <ul style="list-style-type: none"> <li>○ Low operating</li> <li>○ High operating</li> <li>○ High redline</li> </ul> </li> </ul> <p><b>Operating Voltage</b></p> <ul style="list-style-type: none"> <li>• 6V-40V DC continuous</li> <li>• 40V-60V for &lt; 5 seconds</li> </ul> <p><b>Power Consumption (14V)</b></p> <ul style="list-style-type: none"> <li>• 105mA Max (daytime operation)</li> <li>• 8mA Min (nighttime operation)</li> </ul> <p><b>Power Consumption (28V)</b></p> <ul style="list-style-type: none"> <li>• 53mA Max (daytime operation)</li> <li>• 4mA Min (nighttime operation)</li> </ul> <p><b>Signal Acquisition</b></p> <ul style="list-style-type: none"> <li>• Fuel pressure:             <ul style="list-style-type: none"> <li>○ Solid state sensor, remote mount.</li> </ul> </li> <li>• Manifold pressure:             <ul style="list-style-type: none"> <li>○ Laser trimmed thick film absolute pressure sensor, integrated into the instrument.</li> </ul> </li> </ul>
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