



MVP-50P

Configuration Worksheet



Download this file, fill it out and then save it. Include it with your order.

General Info:

Aircraft Information:		Example:
Customer Name:		Peter Pilot
Customer Phone:		555-555-5555
Customer E-mail:		peterp@gmail.com
Aircraft Make & Model:		Cessna 182R
Aircraft Tail Number:		N5555H
Engine Mfg and Model		Continental O-470U
# of Cylinders & Max HP		6 230 HP
Standard wire length shipped with all instruments is 8 feet.	<input type="checkbox"/> Adjust to 12 feet cable length (4 cyl: \$200.00/6 cyl: \$300.00) <input type="checkbox"/> Adjust to 20 feet cable length (4 cyl: \$400.00/6 cyl: \$600.00)	
<input type="checkbox"/> Include a Certificate of Conformance (\$10.00) <input type="checkbox"/> Include an 8130-3 (\$195.00). Can add up to two weeks to lead time.		

All data must be verified for accuracy and must match the POH/AFM and any changes required by any AD's, Supplements or STC's. Also, limit and marking information must be cross-checked against the instruments mounted in the aircraft panel. A configuration file for a TSO'd and/or STC'd MVP can **only** be generated or changed by Electronics International Inc. If any of the information provided on this form is wrong, there may be a reprogramming fee to change the configuration.

Important Information: The information in this document must be verified for accuracy and match the aircraft's hardware and POH/AFM marking requirements. **If the data supplied in this document is incomplete or missing, your order will be delayed.** Our mission is to get your order shipped as soon as possible.

Functions Included in the Kit:

The following functions are included in the Kit; RPM, MP, all EGT's, all CHT's, Fuel Flow, Fuel Level (less probes), FP, OT, OP, Volts, Amps, all Annunciators and OAT. You can substitute Carb Temp for OAT. Other functions may be added. Some functions require sensors, probes or modules and must be purchased, others are free.

The MVP-50P gets all its signals via an EDC-33P. Make sure you have the channels available on the EDC-33P to support your selections. An overview of the EDC-33P channels is provided in appendix A. The MVP-50P can accept data from two EDC-33P Engine Data Converters.

☐ Add a second EDC-33P to the kit.

MARKING REQUIREMENTS

The following functions come with the MVP-50P package. Provide marking and other information for each of these functions.

Tachometer:

Markings: ☐ Markings are not specified in the POH/AFM.

Color	(Low)	Range	(High)	Example
				Green 2000 2700
				Red 2700 9999

☐ My engine is equipped with an Electronic Ignition. If this is the case, we need the pulses per revolution and voltage levels of the RPM signal: _____.

Example: *Left: 2 pulses/rev, 0-5 pulse, Right: standard mag.*

☐ Not Common: My aircraft is equipped with a Geared Engine to the Prop. Please supply the Geared Engine Ratio for your provided RPM limits noted above: _____.

Example: *0.67 : 1 (prop spins 2/3 speed of the engine)*

☐ Not Common: My aircraft is equipped with a Geared Engine, Tachometer will be: ☐ Prop RPM

☐ Engine RPM

Manifold Pressure: Units:

This function uses the PT-30ABS or PT-60ABS (if turbocharged) Pressure Transducer.

Markings: ☐ Markings are not specified in the POH/AFM.

Pressure requirements over 32"Hg require a different transducer and have an additional charge.

Color	Range	Example
		Green 15.0 25.0

☐ Replace the MP transducer with the PT-60ABS (0 to 70" Hg). Additional \$ 49.95.

☐ Replace the MP transducer with the PT-200ABS (0 to 210" Hg). Additional \$ 74.95.

If the MP tube is a hard line, you may need a flare fitting to interface to the Vacuum Pressure Transducer.

☐ Add a 1/4," 37 degree Flare Fitting to the kit (\$19.95 ea.).

EGT: Units:

EGT limits are normally not specified. Select the EGT Probe to be used:

☐ P-110F, Fast Response, Hose Clamp (standard in the kit)

☐ P-110R, Long life, Hose Clamp (standard in turbo applications)

CHT: Units:**CHT Markings:** [] Markings are not specified in the POH/AFM.

Aircraft that do not have cowl flaps normally do not have limits for the CHTs.

Color	Range		Example
			Green 200 400
			Yellow 400 460
			Red 460 9999

The following CHT Probes are available. Select one:

- [] P-100, Screw-in, 3/8 – 24 (standard in the kit)
- [] My engine is equipped with Tanis Heaters. Note: P-102-3/8 probes will be provided in the kit.
- [] P-101, Military Bayonet with an A-101 CHT Adaptor. Up charge: \$12.00 each probe.
- [] P-101, Grounded with an A-101 CHT Adaptor. Up charge: \$12.00 each probe.
- [] P-102-18, Gasket, 18mm
- [] P-102-14, Gasket, 14mm
- [] P-102-12, Gasket, 12mm
- [] P-102-3/8, 3/8" Piggy-Back Gasket
- [] P-103, Metric, M10x1.5

Fuel Flow: Units:

Select one of the following:

- [] This aircraft is a gravity feed system with no fuel pump.
- [] This aircraft has a Fuel Pump.
- [] This aircraft has a Fuel Pump and a pressure carburetor with a fuel return line. You will need to purchase a FFDM-1, Differential Flow module (\$395.00).

To display "Estimated Fuel Remaining" we need the following information:

_____ Total Fuel Available (usable fuel, see POH/AFM)

_____ Tab or Partial Fuel Level (level if you do not wish to carry a full load of fuel)

Notes:

- a) Also available is a FFAM-1, Fuel Flow Add Module. This module adds the fuel flow for two Flow Transducers (\$395.00).
- b) Primary Fuel Flow (this is normally derived from metered fuel pressure at the flow divider):
- 1) If any limit on your current primary fuel flow gauge is marked in pressure only, the MVP-50P must also display metered fuel pressure to replace this gauge.
 - 2) If all the limits on your current primary fuel flow gauge are marked in flow (even though pressure may also be shown), the MVP-50P Fuel Flow system will replace this gauge and Metered Pressure does not need to be measured.

Fuel Flow Markings: ☐ Markings are not specified in the POH/AFM.

Example shows no limits.

Color	Range		Example
			No Limits.

Fuel Pressure: Units:

Select one of the following:

- ☐ Fuel Pressure is not monitored.
- ☐ Fuel Pressure is monitored at the fuel pump.
- ☐ This is a turbocharged aircraft and fuel pressure is referenced to the upper Deck. You must purchase the PT-30GA Pressure Transducer (\$195.00) to measure the Upper Deck.
- ☐ Fuel Pressure is monitored at the flow divider.
- ☐ This is a gravity feed system with no fuel pump. Note: Fuel Pressure cannot be monitored.

Markings: ☐ Markings are not specified in the POH/AFM.

Color	Range		Example
			Red 0 9.0
			Green 9.0 14.0
			Red 14.0 999.9

Fuel Level: Units:

The MVP-50P can provide accurate fuel level readings for straight and level flight. By calibrating the MVP-50P to the fuel tank, nonlinearity in the tank's shape and nonlinearity in the Fuel Level Sensor can be compensated. The MVP-50P cannot correct for inconsistent or non-repeatable readings from a Resistive Fuel Level Sensor. Unfortunately, many Resistive Fuel Level Sensors (and in some cases even new units) exhibit these problems. If you find inconsistent or inaccurate fuel level readings (due to a defective Resistive Fuel Level Sensor), you must have the sensor replaced or repaired. Read the "Important Notice" in the MVP-50P Operating Instructions. **Fuel Level Sensors are NOT provided in the kit.** The following are some E.I. probes and modules available:

P-300C: This is 3/4" OD capacitive probe (\$349.00).

P-300C Mini: This is a 3/16" OD capacitive probe (\$298.00).

P-300M: Magnetic Float Sensor, replacement for Resistive Sensor (\$395.00).

RFLM-4: Provides the current for up to 4 resistive fuel level sensors (included in the kit).

FLAM -4: Monitors up to 4 capacitive fuel level probes in one tank and outputs the signal to the EDC-33P as single tank (\$475.00).

Important Notice: Only use the RFLM-4 for a Resistive Probe, otherwise damage will occur.

For each Fuel Level Probe we require the following information: Note: All displayed Fuel Levels must be in the same units-of-measure.

Displayed Name	Main Left (Probe Type)	Tank Configuration
6 characters including spaces.	Select only one: <input type="checkbox"/> Resistive Probe (an RFLM-4 will be provided) <input type="checkbox"/> E.I. P-300M magnetic probe. <input type="checkbox"/> E.I. P-300C capacitive probe. <input type="checkbox"/> Penny Cap Capacitive Probe (select only one below): <input type="checkbox"/> The Signal Conditioner box provides the signal. <input type="checkbox"/> The signal will come from the probes. <input type="checkbox"/> Other Probe _____ <input type="checkbox"/> Variable Frequency <input type="checkbox"/> Variable Voltage Empty Freq: _____ Empty Voltage: _____ Full Freq: _____ Full Voltage: _____ Powered by: <input type="checkbox"/> Bus Power <input type="checkbox"/> EDC Power	Full Usable Fuel Level: _____. Select only one: <input type="checkbox"/> This tank can be selected to feed the engine. <input type="checkbox"/> Fuel is only transferred from this tank to another. Note: All displayed Fuel Levels must be in the same units-of-measure.

Displayed Name	Main Right (Probe Type)	Tank Configuration
<div>6 characters including spaces.</div>	<p>Select only one:</p> <p><input type="checkbox"/> Resistive Probe (an RFLM-4 will be provided)</p> <p><input type="checkbox"/> E.I. P-300M magnetic probe.</p> <p><input type="checkbox"/> E.I. P-300C capacitive probe.</p> <p><input type="checkbox"/> Penny Cap Capacitive Probe (select only one below):</p> <p style="padding-left: 20px;"><input type="checkbox"/> The Signal Conditioner box provides the signal.</p> <p style="padding-left: 20px;"><input type="checkbox"/> The signal will come from the probes.</p> <p><input type="checkbox"/> Other Probe _____</p> <p style="padding-left: 20px;"><input type="checkbox"/> Variable Frequency <input type="checkbox"/> Variable Voltage</p> <p>Empty Freq: _____ Empty Voltage: _____</p> <p>Full Freq: _____ Full Voltage: _____</p> <p>Powered by: <input type="checkbox"/> Bus Power <input type="checkbox"/> EDC Power</p>	<p>Full Usable Fuel Level: _____.</p> <p>Select only one:</p> <p><input type="checkbox"/> This tank can be selected to feed the engine.</p> <p><input type="checkbox"/> Fuel is only transferred from this tank to another.</p> <p>Note: All displayed Fuel Levels must be in the same units-of-measure.</p>

Displayed Name	Outboard Left (Probe Type)	Tank Configuration
<div>6 characters including spaces.</div>	<p>Select only one:</p> <p><input type="checkbox"/> Resistive Probe (an RFLM-4 will be provided)</p> <p><input type="checkbox"/> E.I. P-300M magnetic probe.</p> <p><input type="checkbox"/> E.I. P-300C capacitive probe.</p> <p><input type="checkbox"/> Penny Cap Capacitive Probe (select only one below):</p> <p style="padding-left: 20px;"><input type="checkbox"/> The Signal Conditioner box provides the signal.</p> <p style="padding-left: 20px;"><input type="checkbox"/> The signal will come from the probes.</p> <p><input type="checkbox"/> Other Probe _____</p> <p style="padding-left: 20px;"><input type="checkbox"/> Variable Frequency <input type="checkbox"/> Variable Voltage</p> <p>Empty Freq: _____ Empty Voltage: _____</p> <p>Full Freq: _____ Full Voltage: _____</p> <p>Powered by: <input type="checkbox"/> Bus Power <input type="checkbox"/> EDC Power</p>	<p>Full Usable Fuel Level: _____.</p> <p>Select only one:</p> <p><input type="checkbox"/> This tank can be selected to feed the engine.</p> <p><input type="checkbox"/> Fuel is only transferred from this tank to another.</p> <p>Note: All displayed Fuel Levels must be in the same units-of-measure.</p>

Displayed Name	Outboard Right (Probe Type)	Tank Configuration
<div>6 characters including spaces</div>	<p>Select only one:</p> <p><input type="checkbox"/> Resistive Probe (an RFLM-4 will be provided)</p> <p><input type="checkbox"/> E.I. P-300M magnetic probe.</p> <p><input type="checkbox"/> E.I. P-300C capacitive probe.</p> <p><input type="checkbox"/> Penny Cap Capacitive Probe (select only one below):</p> <p style="padding-left: 20px;"><input type="checkbox"/> The Signal Conditioner box provides the signal.</p> <p style="padding-left: 20px;"><input type="checkbox"/> The signal will come from the probes.</p> <p><input type="checkbox"/> Other Probe _____</p> <p style="padding-left: 20px;"><input type="checkbox"/> Variable Frequency <input type="checkbox"/> Variable Voltage</p> <p>Empty Freq: _____ Empty Voltage: _____</p> <p>Full Freq: _____ Full Voltage: _____</p> <p>Powered by: <input type="checkbox"/> Bus Power <input type="checkbox"/> EDC Power</p>	<p>Full Usable Fuel Level: _____.</p> <p>Select only one:</p> <p><input type="checkbox"/> This tank can be selected to feed the engine.</p> <p><input type="checkbox"/> Fuel is only transferred from this tank to another.</p> <p>Note: All displayed Fuel Levels must be in the same units-of-measure.</p>

Displayed Name	Aux / Tip Right (Probe Type)	Tank Configuration
<div>6 characters including spaces.</div>	<p>Select only one:</p> <p><input type="checkbox"/> Resistive Probe (an RFLM-4 will be provided)</p> <p><input type="checkbox"/> E.I. P-300M magnetic probe.</p> <p><input type="checkbox"/> E.I. P-300C capacitive probe.</p> <p><input type="checkbox"/> Penny Cap Capacitive Probe (select only one below):</p> <p style="padding-left: 20px;"><input type="checkbox"/> The Signal Conditioner box provides the signal.</p> <p style="padding-left: 20px;"><input type="checkbox"/> The signal will come from the probes.</p> <p><input type="checkbox"/> Other Probe _____</p> <p style="padding-left: 20px;"><input type="checkbox"/> Variable Frequency <input type="checkbox"/> Variable Voltage</p> <p>Empty Freq: _____ Empty Voltage: _____</p> <p>Full Freq: _____ Full Voltage: _____</p> <p>Powered by: <input type="checkbox"/> Bus Power <input type="checkbox"/> EDC Power</p>	<p>Full Usable Fuel Level: _____.</p> <p>Select only one:</p> <p><input type="checkbox"/> This tank can be selected to feed the engine.</p> <p><input type="checkbox"/> Fuel is only transferred from this tank to another.</p> <p>Note: All displayed Fuel Levels must be in the same units-of-measure.</p>

Displayed Name	Aux / Tip Left (Probe Type)	Tank Configuration
_____ 6 characters including spaces.	Select only one: <input type="checkbox"/> Resistive Probe (an RFLM-4 will be provided) <input type="checkbox"/> E.I. P-300M magnetic probe. <input type="checkbox"/> E.I. P-300C capacitive probe. <input type="checkbox"/> Penny Cap Capacitive Probe (select only one below): <input type="checkbox"/> The Signal Conditioner box provides the signal. <input type="checkbox"/> The signal will come from the probes. <input type="checkbox"/> Other Probe _____ <input type="checkbox"/> Variable Frequency <input type="checkbox"/> Variable Voltage Empty Freq: _____ Empty Voltage: _____ Full Freq: _____ Full Voltage: _____ Powered by: <input type="checkbox"/> Bus Power <input type="checkbox"/> EDC Power	Full Usable Fuel Level: _____. Select only one: <input type="checkbox"/> This tank can be selected to feed the engine. <input type="checkbox"/> Fuel is only transferred from this tank to another. Note: All displayed Fuel Levels must be in the same units-of-measure.

Oil Pressure: Units:

This function uses the PT-100GA Pressure Transducer.

Markings: <input type="checkbox"/> Markings are not specified in the POH/AFM.			
Color	Range		Example
			Red 0 25
			Green 40 90
			Red 100 9999

Oil Temperature: Units:

This function uses the P-120 Oil Temp Probe.

Markings: ☐ Markings are not specified in the POH/AFM.

Color	Range		Example
			Yellow 0 65
			Green 65 200
			Yellow 200 240
			Red 240 9999

Volts:

The voltage limits are set by E.I. Select one of the following:

- ☐ 12-Volt System.
☐ 24-Volt System.

Amps:

Measurement of: ☐ Battery Current ☐ Alternator Current

Normally Amps do not have limits specified. A 100 Amp shunt is provided in the kit or the MVP-50P can be connected to the aircraft's existing shunt. To do this the value of the existing shunt must be provided. See Buy-Ei.com, in the Downloads section, look under "VA-1A" for help on determining the value of your existing shunt. Select one of the following:

- ☐ Use the 100 Amp Shunt that comes with the system.
☐ Use the 300 Amp Shunt that comes with the system.
☐ The aircraft's Existing Shunt will be used, Value is _____ Amps at _____ mV.

Markings: ☐ Markings are not specified in the POH/AFM.

Color	Range		Example
			Green 4.5 5.5

OPTIONAL FUNCTIONS**2nd Amps:**

Measurement of: ☐ Battery Current ☐ Alternator Current ☐ Other _____

This function is an additional \$195 and includes the FM-VA-3 module. The EDC-33P has only one channel to monitor current however with the FM-VA-3, when connected to one EDC-33P temperature channel, allows three additional current measurements. If markings are not specified in the POH/AFM, write "No Limits". The CGRs can be connected to the existing shunt. *If you will using an existing shunt, the shunt value must be provided.* Select one of the following:

- ☐ Use the 100 Amp Shunt that comes with the FM-VA-3 module.
☐ Use the 300 Amp Shunt that comes with the FM-VA-3 module.
☐ The aircraft's Existing Shunt will be used, Value is _____ Amps at _____ mV.

Markings: ☐ Markings are not specified in the POH/AFM.

Color	Range		Example
			Green 4.5 5.5

The following functions are optional and can be added to the Main or System screen. Most any function can be monitored by the MVP-50P. Provide information for each function added to the package. Check that you have channels on the EDC-33P to support your selections (see appendix A).

Hydraulic Pressure: Units:

This function uses the PT-3000S Pressure Transducer (3000 psi max). \$250.00

Markings: ☐ Markings are not specified in the POH/AFM.

Color	Range		Example
			Green 1000 2000

TIT: Units:**Markings:** ☐ Markings are not specified in the POH/AFM.

Color	Range		Example
			Green 0 1650
			Red 1650 9999

Select the probe type:

- ☐ P-111, 1/8" NPT (w/ 6' cable, \$98.00).
- ☐ P-112, 7/16-20 (w/ 6' cable, \$98.00).
- ☐ P-114, 1/4" NPT (w/ 6' cable, \$98.00).
- ☐ P-110, Hose Clamp (w/ 6' cable, \$98.00).

Vacuum Pressure: Units:

If markings are not listed in the POH/AFM, we suggest using Green 4.5 to 5.5. This function uses the PT-05Diff Pressure Transducer (\$150.00). If the vacuum tube is a hard line, you may need a flare fitting.

- ☐ Add a 1/4," 37 degree Flare Fitting to interface to the Vacuum Pressure Transducer (\$19.95 ea.)

Markings: ☐ Markings are not specified in the POH/AFM.

Color	Range		Example
			Green 4.5 5.5

Carb Temp: Units:

If markings are not listed in the POH/AFM, we suggest using Blue, 10 to 39°F and Green for all other areas. Some very old carburetors do not have the port for the Carb Temp Probe drilled out. This port can be drilled and tapped. The P-128, 1/4-28 fast response temp probe is used to measure Carb Temp (w/ 6' cable, \$98.00).

Markings: [] Markings are not specified in the POH/AFM.

Color	Range		Example
			Green -999.9 10
			Blue 10 39
			Green 39 999.9

Cabin Pressure: Units:

This function uses the PT-30ABS module (\$150.00).

Markings: [] Markings are not specified in the POH/AFM.

Color	Range		Example
			Yellow 0.0 18.6
			Green 18.6 999.9

Cabin Differential Pressure: Units:

This function uses the PT-05Diff module (\$150.00).

Markings: [] Markings are not specified in the POH/AFM.

Color	Range		Example
			Green 0.0 4.0
			Yellow 4.0 999.9

Induction Air Temperature (IAT): Units:

This function uses the P-128 Temperature Probe (w/ 6' cable, \$98.00).

Markings: [] Markings are not specified in the POH/AFM.

Color	Range		Example
			White 00 00 (No Limits)

Compressor Discharge Temperature (CDT): Units:

This function uses the P-128 Temperature Probe (w/ 6' cable, \$98.00).

Markings: [] Markings are not specified in the POH/AFM.

Color	Range		Example
			No Limits.

Carbon Monoxide: Measured in ppm.

This Function requires RS232 Port 3 Input and the CO Guardian Option, \$495.00. If Carbon Monoxide is monitored, a second EDC-33P cannot be used. If markings are not specified in the POH/AFM, we recommended the limits shown in the example.

Markings: [] Markings are not specified in the POH/AFM.

Color	Range		Example
			Green 0 25
			Yellow 25 75
			Red 75 9990

G-Meter:

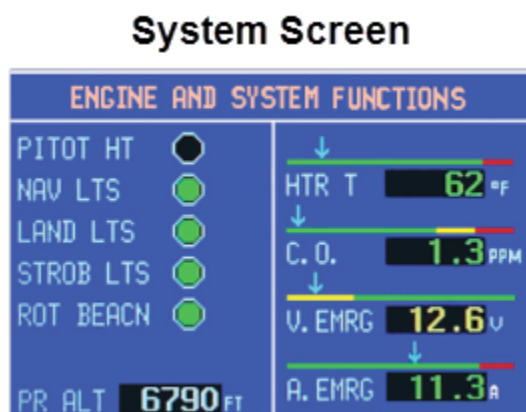
The G-Meter function provides a real time g-force display on the MVP-50. The MVP-50P does not provide a peak-hold function, but the g-force readings are recorded for the entire flight. To capture the g-forces for all phases of the flight with no gaps, set the “Data Sample Rate” to 0.3 seconds. The G-Meter option can be used to capture g-forces in slow flight when turning to final, hard landings, turbulence, hard pull-ups, steep turns, aerobatic maneuvers, stalls, spins or when performing any maneuver that may stress the aircraft or lead to a stall/spin situation. The price is \$495.00 and this function uses a pressure channel on the EDC-33P.

Markings: [] Markings are not specified in the POH/AFM.

Color	Range		Example
			Red -999.9 -1.5
			Green -1.5 3.8
			Red 3.8 999.9

Annunciators:

On the Main Screen in blue and on the System Screen, under the heading “ENGINE AND SYSTEM FUNCTIONS” there are a total of 11 digital gauges that can also be configured as annunciators. If annunciators are to be displayed, provide the following data. Annunciators require a VI-221 interface and are included in the kit. Check that you have channels on the EDC-33P to support your selections (see appendix A).

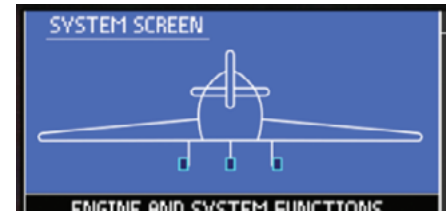


Annunciators: A VI-221 Voltage Interface Module will be used for for each Annunciator.

Name: (6 characters Main Screen 9 Characters System Screen)	ON-State Color: (Red, Yel, Grn, Blue or Wht)	ON-State Voltage: (Select 12V, 24V, Bus, 0V, Ground or Open)	OFF-State Voltage: (Select 12V, 24V, Bus, 0V, Ground or Open)	Reserved Data Loc EDC

Flaps, Gear, Trim and Other Status Indicators:

Select each function that will be displayed in the upper portion of the System Screen and provide the voltage range of the signal to the EDC-33P (Example: 0 to Bus Voltage or 0 to 5Volts). All of the following functions are secondary to the existing indicators in the aircraft. Each function requires a VI-221 Voltage Interface.



Gear and Unsafe Indicator: If the gear position is monitored, the MVP-50 will provide a gear-up warning during final approach based on Manifold Pressure (MP). One draw back to only monitoring MP is you can get a false warning if you descend (usually from a high altitude with a high airspeed) with a reduced MP setting. This issue can be eliminated if the MVP-50 is also setup to monitor Airspeed.

Select one:

☐ Individual Gear Indicator Option: Requires 4 EDC channels (Temperature or Fuel Level).

Function	Voltage to the EDC: Gear UP	Voltage to the EDC: Gear DOWN	Example
Nose Gear			0V, 12V
Main Left Gear			0V, 12V
Main Right Gear			0V, 12V
	Voltage to the EDC when the UNSAFE Light is ON	Voltage to the EDC when the UNSAFE Light is OFF	
UNSAFE Light			0V, 12V

☐ Combined Gear Indicator Option: Requires 2 EDC channels (Temperature or Fuel Level).

Function	Voltage to the EDC: Gear UP	Voltage to the EDC: Gear DOWN	Example
Nose Gear (provides signal for all gear indications)			0V, 12V
	Voltage to the EDC when the Unsafe Light is ON	Voltage to the EDC when the Unsafe Light is OFF	
UNSAFE Light			0V, 12V

Flaps and Trim Status Indicators (Experimental or OEM Only): Select each function that will be displayed in the upper portion of the System Screen and provide the voltage range of the signal to the EDC-33P (Example: 0 to Bus Voltage or 0 to 5Volts). All of the following functions are secondary to the existing indicators in the aircraft. Each function requires a VI-221 Voltage Interface.

- ☐ Rudder Trim. Voltage Range: _____
- ☐ Elevator Trim. Voltage Range: _____
- ☐ Aileron Trim. Voltage Range: _____
- ☐ Flap Position. Voltage Range: _____

Airspeed: Units:

This function requires 1 EDC Pressure Channel and the PT-05Diff module (\$150.00) It may only be used as a backup instrument. Yellow and Red markings are not allowed.

Select markings option:

☐ Green operating range, Flaps-up: _____ to _____.

☐ Regular markings option

Markings: <input type="checkbox"/> Markings are not specified in the POH/AFM.			
Color	Range		Example
			Green, 80 180 kts

Appendix A:

EDC-33P Overview

The EDC-33P (Engine Data Converter, “EDC”) converts all of the engine and aircraft system signals into serial data. This data is transmitted to the MVP display via one wire. The EDC reduces the wire bundle to the instrument panel by over 100 wires.

There are three 37-pin D-sub connectors that interface the EDC to the various probes, transducers and modules. The EDC’s Temperature, Pressure and Fuel Level inputs can be used to monitor voltage outputs from almost any transducer. In this way almost any function can be displayed on the MVP. Up to two EDC’s can be connected to a MVP display. This significantly increases the total number of functions that can be displayed on the MVP. A second EDC-33P is \$995.00.

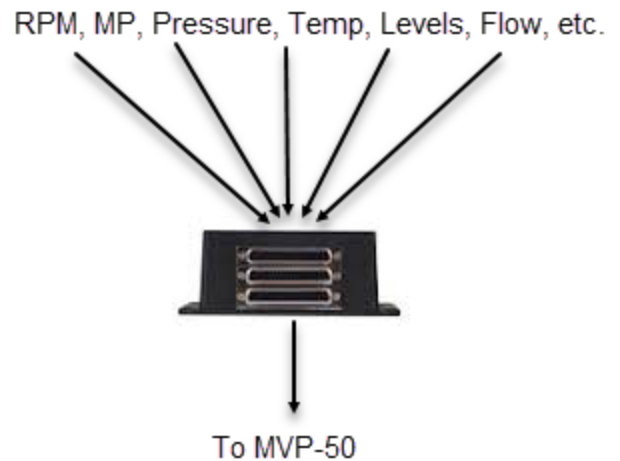
Make sure you have sufficient channels on the EDC-33P to support all the functions and annunciators you will be displaying on the MVP-50P. The channels available on an EDC are as follows:

These Channels can be used for various functions or annunciators:

- 17 – Temp Channels: Maybe used to monitor any voltage or thermocouple.
- 6 – Pressure Channels: Maybe used to monitor any voltage (very high input impedance).
- 4 – Fuel Level Channels: Maybe used to monitor any voltage.

These Channels are dedicated to specific functions:

- 2 - RPM Channels: Used only to monitor right and left mags.
- 1 - Volt Channel: Used only to monitor volts.
- 1 - Amp Channel: Used only to monitor Amps
- 1- Fuel Flow Channel: Used only to monitor Fuel Flow



- * Be sure you have ordered the hardware to support all the functions listed in this document.
- * 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 ORDER**

I (the undersigned) have entered and verified all the limits, markings and aircraft configurations listed in this worksheet to be correct and taken from the information in the aircraft's POH/ AFM which includes any changes mandated by any AD's, Supplements and STC's. When necessary, I have checked with my FAA certified mechanic to insure all of the data listed above is correct.

I understand there is important safety information in the Installation and Operating Instructions that must be read before installing the MVP-50 and flying the aircraft.

Completed by: ☐ Owner ☐ Pilot ☐ Technician ☐ Other _____

Completed By Printed Name

Completed By Signature

Date

Hand signature or Encrypted Digital signature required.